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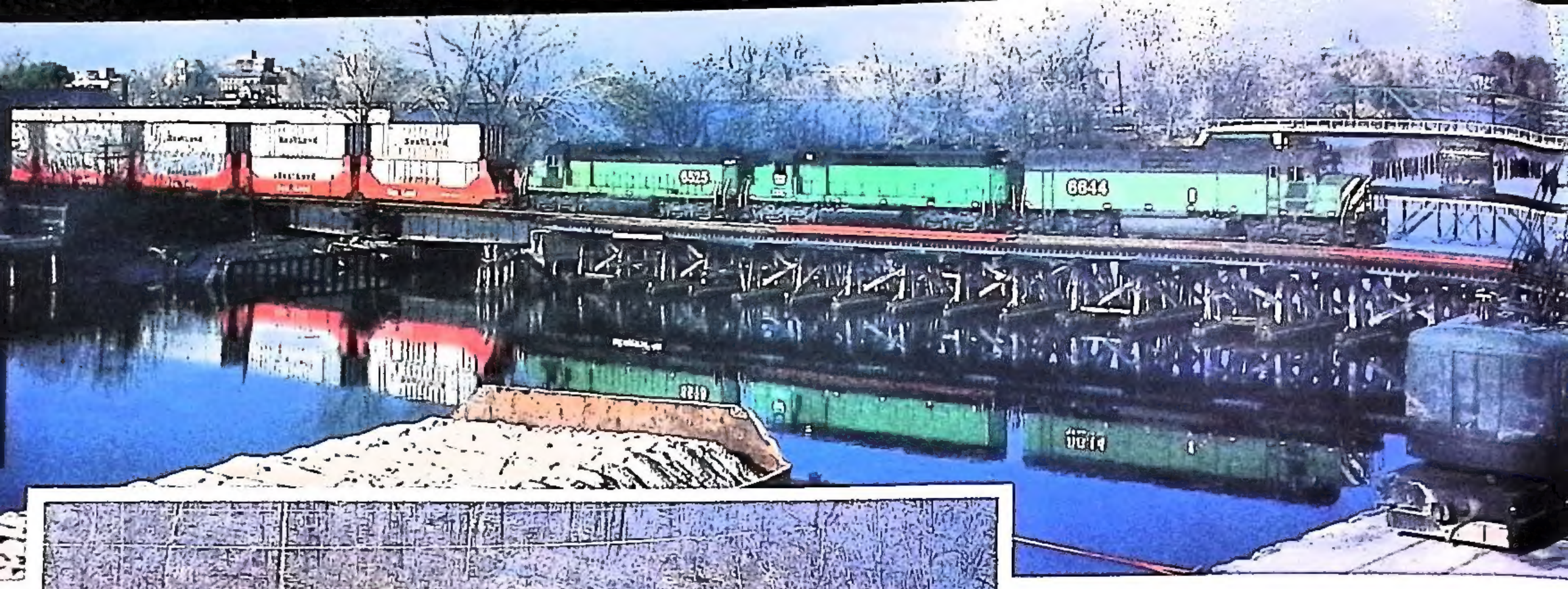

TOP PHOTO KODACHROME KEN KARLEWICZ

ABOVE KODACHROME. JIM BOYD

NEW YORK, SUSQUEHANNA & WESTERN has become the newest owner of F45s. Ex-BN 6644 was on a stack train on the Hackensack River bridge on November 16, 1986. On December 16 the freshly repainted 6644, now NYS&W 6370, headed up a Short Line Association tour (left) over the reopened line at Stockholm, N.J. See page 28.

Railnews

KODACHROME: DAVID A. FRANZ

DAKOTA, MINNESOTA & EASTERN had new paint applied to ex-MILW "SD10" 549, shown at Huron, S.D., on October 19, 1986. DM&E operates over 800 miles of the former C&NW between Winona, Minn., and Rapid City, S.D.

KODACHROME PETER JOBE

VIA IS TAKING delivery of 20 F40PH-2s (6400-6419) from GMDD of London, Ontario. The 6404 and 6403 were at Mimco, Ontario, on December 14.

ELECTRO-MOTIVE "Pool Power" SD60s 9022 and 9010 head up a BN WCSX coal train on "Dickerhoof Curve" at Castle Rock, Colo., on November 16, 1986. One hundred of the SD60s are working on BN. See page 30 for details.

KODACHROME MARCY DIMATTIA

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From the Publisher's desk:
Steam power was meant to pulsate

If you've been aboard the liner *Queen Mary* at Long Beach or the giant aircraft carrier *Intrepid* in New York, you've probably sensed that the beautiful structure you're on is no longer alive. I remember sea voyages on the old *Bremen*, the *SS Marine Tiger* or *AP151 W. C. Langfitte*. They had odors as do all living things, and they pulsated with life. You could tell when they idled and you knew when they were under power in good weather or bad.

Recently at the Union Pacific's Omaha Shops, while on the Big Boy on display there I had that same feeling that this giant of the rails, despite her outward cosmetic appearance, was no longer needed to haul heavy tonnage. Other less glamorous power was doing the job better and more economically. Yet it's great that steam locos have been preserved at rail museums, in parks and at private locations. Even vandalized steam locos have the potential for future restoration (just witness the earlier conditions of many of the engines we can ride behind today). The regret is that some steam locos disappeared before it was realized that they were worthy of preservation: a New York Central J3a Hudson, an Erie K1 Pacific, any NYO&W steamer. Where can you stop wishing for what can never be?

Later this year there will probably be a flurry of Pennsy K4 photos when the 1361 that for many years rested at Horseshoe Curve has her boiler fired up. She'll be in glistening paint, hopefully black, with graceful Pennsylvania lettering on her tender.

For years the K4 was the mainstay of the Pennsylvania's heavy passenger service, handling such crack trains as the *Broadway, "Spirit of St. Louis," Red Arrow* and many others. Arguments raged over the relative merits of the K4s as against the New York Central's Hudsons, used in much the same type of service between New York, Chicago and St. Louis. Some of each were streamlined and many were modernized with larger tenders, new cast pilots or other innovations. During the rugged war years, the K4s was pushed far beyond its limits, and it was rare to see one that wasn't grubby and dirty.

England is still ahead of us in preservation and in authorization to run vintage steam power on railroad main lines, but we're making progress. The cost is great and requires cooperation between private interests and government, a return to sanity in insurance requirements and costs, 1987 technology in updated steam loco standards, plus a generous flow of cash in the form of donations and grants and lots of qualified volunteer labor. Now, whatever did happen to the Erie K1 that was shipped off to Korea?

Railfan photo article

Incidentally, if you haven't seen it already, there is an interesting article on railfan photography in the January 1987 issue of *Peterson's Photographic* Magazine—featuring Liz Taylor and SP 4449 on the cover. Railfan Pat Barry describes how his railroad interests led him into photography and then runs through some of the basics of our particular craft, such as safety, shutter speeds, pre-focusing, etc. He even gives some references for those wishing to read more about railroading, including a meniton of R&R (even though we were typoed into New York state). The article includes six pages of rail photos. Nice work, Pat.

TRAIN MPA

Hal

RAILFAN & RAILROAD

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Cover

Aside from one flapping door, the westbound CB&Q/UP pool train CGI (Chicago-Grand Island) is a perfect example of the Glory Days of the GP30. On the point of the hottest train on the line, CB&Q and UP GP30s plus a UP cabless GP30B are hitting the 60-m.p.h. track speed as they are about to cross over the Rock Island at Wyanet, Illinois, in August 1969. Ektachrome by Jim Boyd.

The CB&Q is now the Burlington Northern, and U30Cs are heading up a pair of westbound empty hopper trains making a crew change at Ravenna, Nebraska, on July 2, 1985. Charles Bohi examines the BN's busy Alliance-Lincoln coal line in the feature article beginning on page 32. The Kodachrome was shot by his wife, Lynnette Bohi.

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Fanmail

Railfan safety

I have been an active "train nut," as my wife calls me, for only approximately a year. I read your magazine regularly and get the impression that you want to keep our hobby safe and growing. I am writing this letter to you in the hopes of getting you to do an article on railfanning safely. You have probably done this in the past, but from what I have seen lately, it needs to be repeated.

About a month ago I was fortunate to get a cab ride in an engine on the Blue Mountain & Reading. I was in the engine for about three hours, and between what I saw and learned from talking to the engineer, I was shocked and amazed. I couldn't believe people would do some of those things just to take a picture.

I watched people photograph us at the station when we left, pass us on the parallel highway, set up to photograph us as we passed, pass us again and set up again. This happened the whole trip, and they were at the station when we returned. The engineer said this is a common occurance, and he sees the same cars doing it every weekend.

When I'm not a railfan, I work as a state trooper. I know what the speed limits are on Route 61, and I can fairly accurately estimate speeds. We don't have a quota system in Pennsylvania, but if we did, I could fill it on excursion weekends. Remember railfans, when a police officer pulls you over for a violation, it takes him ten to 15 minutes to issue you a written warning or a traffic citation and explain the error of your ways. A train goes a long way in 15 minutes, and you won't be able to catch up, I hope. Also remember this, the police officer who is patrolling the area is there for probably one of two reasons: he is a railfan and wants to watch the train go by, or two, he is there because of all the complaints that have been called into the station by irate residents of the area who are tired of almost being run over. In either case, the officer is not going to be in a good mood when he stops your car. If he is a railfan, he's mad because you have caused him to miss seeing the train. If he's not a railfan, he's mad because the Sergeant has him chasing "train nuts." In either case, your chances of getting a written warning are slim. Remember that the approximately $75 for the fine buys a lot of film.

When you stop your car to take pictures, pull the car totally off the road. I saw two "gentlemen" stop their car in the middle of the passing lane, get out, leave the doors open and stand on the roof to take pictures as we went by. I could hear brakes squealing and the cursing of the other drivers above the sound of the engine.

Don't try to beat the train through a crossing or lay on the tracks for that unique angle photograph. I saw this several times. Remember, a "panic stop" in a train takes quite a distance. It usually gets stopped after it has gone through or over you. An accident and a ride in an ambulance ends your railfanning for the day. A ride in a hearse ends it permanently.

I was surprised at the number of people standing in freshly planted fields and flower beds. Remember, a load of buckshot from an irate land owner into your car, camera or anatomy ends the day's activities. Ask permission of land owners before you charge around on their property. Ask where you can park, walk or not walk, don't litter, and leave gates as you find them. An offended land owner gets mad at both you and the railroad.

I quess a general summation statement would be to always "remember" when you are railfanning. Remember, you are a *guest* of the railroad and the people who live in the area. Conduct yourself so both parties will welcome you on your next visit. Remember, a little pre-planning, manners, safety, permission and common sense go a long way.

WILLIAM C. WEIDNER, JR.
West Lawn, Pa.

About November

Just got around to reading the November '86 issue and found much to enjoy.

Jim Sheppard's article on the "Carolina Mixed" was delightful. Having done many similar trips in my time, it brought back pleasant memories. But it also put something in perspective about the C&WC for me.

First, a long time ago, a large number of both GP7s and F-units painted in "glorious grape and vanilla" for the ACL and some of its subsidiary roads came down the old Wheeling & Lake Erie for transfer to the B&O at Terminal Junction, Ohio, enroute south—behind 2-8-4s, yet! Somewhere in my amassed hordes of negs and slides I have

THANK YOU

We would like to extend sincere thanks to all for their warm thoughts, words of kindness and notes of sympathy.

Also, appologies to those who ordered the special limited collector's edition, and were dismayed to see the regular edition in bookstores before they received their copy by mail.

Plans are now being made for the second printing of The Pennsylvania Railroad, 1940s-1950s, and we will keep you posted as to its progress.

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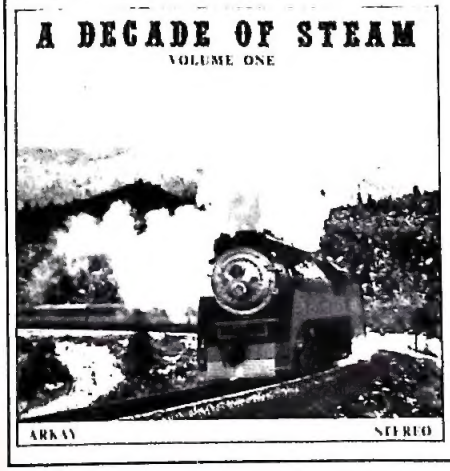

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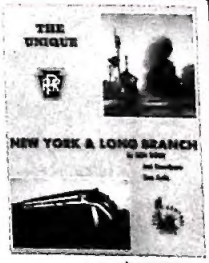

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both black & white and color of some of these, and I distinctly remember a pair of "passion purple" Geeps spotted alongside a Wheeling 6400. But I never thought to check into the C&WC to see just where it was located. Years passed, and our chance meeting passed into the mists of time.

Several years ago, friends of my wife and I were transferred to the Greenville, S.C., area, and we've visited them several times since they moved south (some people have all the luck, the rest of us are condemned to the polar north). Their home on Shadecrest Drive in Mauldin is a quarter mile or so from a rail line—the same C&WC Greenville branch used by Sheppard's mixed. On our first visit, upon hearing a beautifully melodious chime horn in the distance, I raced over to a nearby crossing to find a single Family Lines GP40 pulling about a dozen cars and a gray hack. The train stopped at a siding to pick up a couple of loaded covered hoppers, and I had a chance to talk to the crew. One fellow was a railfan with an extensive HO layout in his basement and, at that time, 17 years on the railroad.

The only train on the line is this daily except Sunday way freight that serves a sizeable number of industries (including the American Pipe & Plastic plant that our friend supervises). It goes east in the late afternoon, and I was awakened each night by the haunting refrain from those chime horns as he headed back to Greenville in the wee hours. My thanks to Jim Sheppard for filling in some blanks about that line and reviving memories of purple diesels in the cindery wake of Wheeling Berks.

Next, Tomasic and Clouse's "River Boats." Pittsburgh was (it's not any more) one of my all-time favorite railroad towns. I was growing up in Wheeling in the 1930s and '40s; to have known Pittsburgh then was to have felt and experienced the power and glory that was the U.S. of A.! What a wimp of a country we've become, though.

I enjoyed the article, but the caption under the lead photo has a couple of mistakes. Having stood in that same spot to photograph B&O Big Sixes and P&LE H10s—and having ridden the old high-level center-door Pittsburgh trolleys down West Carson Street to reach that location—I think you'll find it's near Corliss *Avenue*, and the island in the Ohio River is *Brunots* Island.

Matter of fact, the big bridge in the background is the old P.Co. Ohio River Connecting Bridge. Used to be a great place to watch a constant parade of trains of the three major Pittsburgh carriers, since up on a stone wall to the left of the photo was the old P.Co. Panhandle trackage that took the Tuscan red passenger trains to a bridge over the Mon River and then under the Golden Triangle to their downtown station. Freight traffic did not cross that bridge but stayed on the south bank of the rivers to bypass the Pittsburgh congestion enroute to or from Pitcairn Yard.

Finally, for a while we were seeing P&LE boats on coal trains here in Binghamton, N.Y. And on one memorable summer evening, not fewer than *twelve* of 'em met on the Chenango River Bridge as "three fore and three aft" brought 13,000 tons of coal down Track 3 enroute to the D&H's East Binghamton yards, and a sextet moved 104 empties west out of the Liberty Street yards bound for the mines in Pennsylvania and West Virginia.

J.J. YOUNG, JR.
Binghamton, N.Y.

River Boats and black GP38s

The radio frequencies accompanying Kevin Tomasic's excellent "River Boats" article contain two errors that could throw off prospective boat chasers. The P&LE uses 160.995 as their road channel, while the Monongahela uses 161.265. However, 161.07 is extremely useful in the Brownsville area as Conrail Channel 2, used by the CR operator at "Brown" tower, CR Mon Line trains, and as a secondary channel for the Monongehela. Also, Kevin states that the P&LE acquired 17 Conrail GP38-2s; they were actually GP38s.

I have to take exception with comment made in the RAILROADIANA column announcement of Rick Gladulich's book "By Rail to the Boardwalk" that the PRSL's GP38s were the ugliest in captivity. The GP38s' paint scheme (really just a variation on the late era, spartan PRR scheme) although plain, was saved in my opinion by the applicaiton of the classic PRSL herald and yellow handrails. That made for a traditional railroad look when the engines were shot head-on or in a tight three-quarter view. Their extended cab walls for dual controls also made them exotic beasts for locomotive spotters.

RICHARD BRODECKI, JR.
Phoenixville, Pa.

Boats on a different river

I read "River Boats" in the November issue with interest, as I have photographed them near a river, too—in New Hampshire!

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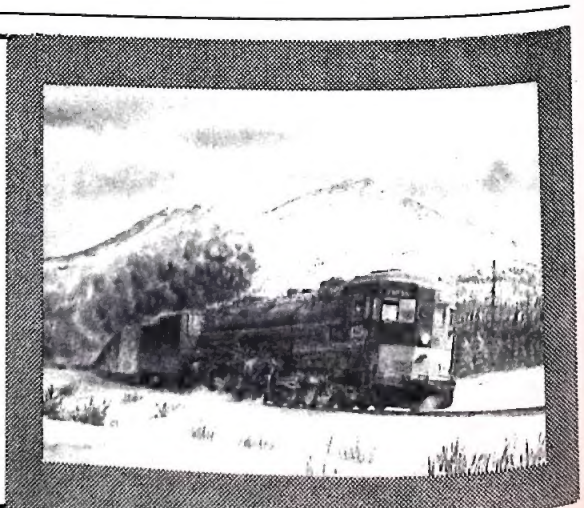

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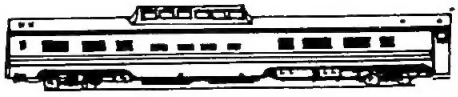

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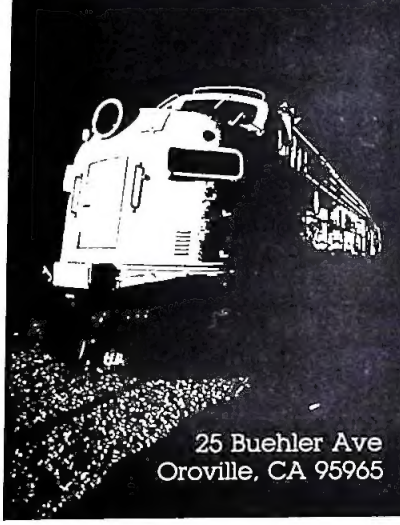

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On at least four separate occasions, they were on the head end of a D&H/B&M unit coal train bound for Bow, N.H. The first train, on July 18, 1984, had U28Bs 2808, 12, 17, 05, 07 and 03. Four days later 2820, 09, 19, 18 and 13 headed a train that derailed (cars only) about five miles short of its destination. August 1 saw 2810, 05, 07, 11, 12 and 08 plus two B&M GP38s on the same train. The last one I saw was on September 16, 1984, when 2813, 12 and 05 were sandwiched between B&M and D&H Geeps. I recall that it seemed that no two had exactly the same paint or lettering style. Some had yellow cab fronts, others didn't. An interesting lot, nonetheless. The coal trains have become a little "ho-hum" since GPs were substituted later in 1984.

HARRY A. FRYE
Hookset, N.H.

Another runaway wreck

I just got my November '86 issue and I couldn't miss the wreck of G&W C424 61. It made me think back to about this time last year, when the Allegheny Railroad was leasing Knox & Kane's U33B. It was parked on the main line by the wood chipping plant in Kane. Some people, presumably children, released four tankers in the old PRR yard under the Popular Street bridge. They coasted over to the chipper and stuck the locomotive at about 25-30 m.p.h. The damage was severe, but luckily a sister unit was found on a scrap line, bought and cannibalized.

On a lighter note, I had a good time railfanning over the summer, including working as brakeman for the Knox & Kane, helping engineer Byron West.

MARK SWANSON
Kane, Pa.

Suwanee River

I realize that the schools do not teach geography as they should, but I was startled, to say the least, to find the Suwanee River running the channel of the Savannah River on the C&WC map in your November issue. Now that the Suwanee empties into the Atlantic Ocean, pray tell where does the Savannah go? Could I find it, perhaps rising in the Okeefenokee Swamp and emptying into the Gulf of Mexico? I have seen goofs before, but this has to be a classic!

An omission on this same map seems to be the Piedmont & Northern. It was one of the major roads of that area running between Greenwood, Greenville and Spartanburg, all in South Carolina. While it is now part of the Seaboard System, the rails are still there, and it is a viable railroad.

JOSEPH H. BOATWRIGHT
North Ridgeville, Ohio

That C&WC map was one of the more difficult we've had to put together recently, because in the old Official Guides *the now-merged railroads tended to selectively omit critical routes of their competitors, and the modern maps seldom differentiate former-SAL from former-ACL, etc. It all gets very confusing and time-consuming. So much so, in fact, that it was only as I was pasting the names on the final map that I realized that I had Savannah penciled in as Jacksonville! And on none of my maps could I find the name of that damned river. I must have been humming some old song when I came up with the "Suwanee." Since then I have stood on the banks of the Suwanee's black water and photographed N&W 611 romping back towards Jacksonville from Valdosta—*J.B.

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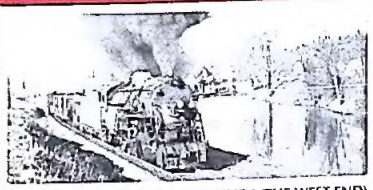

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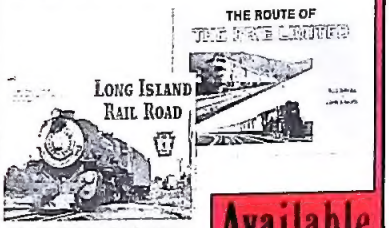

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We'd like you to meet...

Tom Savio

The author of the article on the American Association of Private Car Owners convention (page 54) has had numerous photos in R&R, but this is his first feature. He relates his autobiography pretty well, too, so let us quote: "A hospital stay at age four was the event that first led me on a lifelong pursuit of trains. While recuperating, my parents gave me a wind-up locomotive. That engine has since been replaced by hundreds more in the form of models, photos and memorabilia.

"I grew up in New York City during the 1950s and '60s. My dad encouraged me to travel for its own sake, and by age 12 I was traveling on my own by bus, railway and ferry. I photographed these adventures with my brother's old Voitlander. Saturday excursions usually took me to the Pennsy's four-track main line at Elizabeth, N.J. There, the GG1s so impressed me that I wrote to Pennsy President Stuart Saunders and asked him for a builder's plate. He obliged! Although it was stolen many years later, my interest in collecting railroadiana had begun.

"In 1963 we moved to southern California. The weather was wonderful, the scenery was stupendous and the trains themselves—the *Chiefs* and the *Cities*—were beautiful. But there were so few of them! A railfan in the West had to learn to shoot right the first time.

"While studying art at San Francisco State University, I adjusted my classes so I could ride the SP's venerable *Del Monte* each weekend to visit my future wife, Yvonne, in Monterey. Riding trains has since become for me the most rewarding facit of the hobby. After graduation, I taught art at The Pasadena Art Workshops, a reowned children's art school, and received several important art grants.

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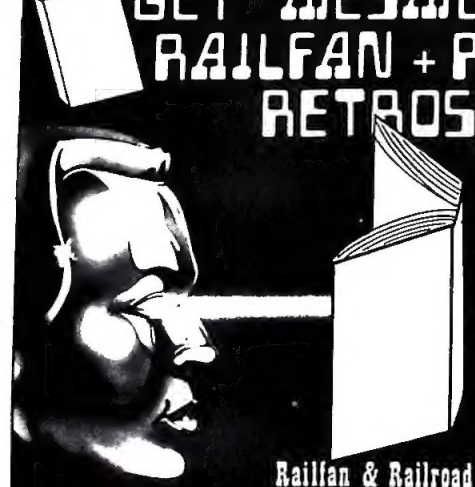

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"About this time, I met Dennis Ryan of Overland Rail Travel Corp., who introduced me to the plush world of private car travel. I have traveled extensively on Overland's cars, serving as a Pullman porter.

"When Yvonne and I married, our friends gave us B&O dining car china for our wedding presents. We honeymooned riding on trains in the West. The highlight was a special dinner and cab ride on the *Rio Grande Zephyr*. My growing interest in memorabilia led to a position with the California State Railroad Museum, acquiring artifacts for exhibit. My greatest find was the Santa Fe dining car *Cochiti*, from the first streamlined *Super Chief*. It was serving as a restuarant in the tiny town of Tea, South Dakota.

"For several years thereafter, I was the Amtrak agent in Davis, California. There were plenty of headaches, and frustration set in. A turning point came when I met photographer Dick Steinheimer. He took my photos quite seriously, featuring some in *Growing Up With Trains—Northern California*, and encouraged me to contribute to other publications. I have since returned to the arts to make my living.

"Recently, we traveled throughout Europe by rail, and I became a fan of the style, speed and diveristy of their trains. Many European railroaders contributed to our dining car china collection. We now have pieces from every continent. All trains are fascinating to me, regardless of vintage, motive power or nationality. I have no real favorites; I like each in its own way.

"One thing, though, has always puzzled me: How do people who are not railfans find happiness?" ⊂

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New L&HR books

Ed Crist has been very busy lately working on a pair of new softcover pictorials on the Lehigh & Hudson River. The first book, "Lehigh & Hudson River, Volume 1," (C55) should be in stock by the time you read this, and with his interest and enthusiasm high, Eddie just kept going so well that Volume 2 (C56) should be only a month behind it. Both books feature late steam and modern diesel action before the L&HR's absorption into Conrail. Volume 1 covers the west end from Allentown, Pa., to Franklin, N.J., while Volume 2 picks up there and covers the east end into Maybrook, N.Y. Both are 48-page books and sell for $8.95 each (we announced the L&HR Volume 1 in the January 1987 R&R at $7.95, but that price had to be upped a buck).

Rod Dirkes' "Route of the *Erie Limited*" is now in stock, and it's a beauty. The 48-page pictorial of Erie R.R. steam and diesel passenger train action is still priced at $7.95. We also now have back in stock Fred Kramer's popular "Long Island Rail Road" (C34) pictorial of steam and diesel action east of Jamaica, including John Krause's superb photos of 2-8-0s on local freights, FM C-liners in action and the usual array of G5s and K4s. The 96-page book sells for $14.95. All books can be ordered and shipped postpaid from Carstens Publications, P.O. Box 700, Newton, NJ 07860.

What's new?

Artist Gil Reid is continuing his "Great Trains of America" series of full color lithographs with a rendering of New York Central & Hudson River 86-inch drivered 4-4-0 999 along the Hudson River en route to Buffalo with the *Empire State Express* on May 9, 1893. Returning from Buffalo the next day, the 999 hit a world record speed of 112.5 m.p.h. The extremely handsome print is immaculately reproduced on heavy 22″×16″ stock with a modest white border on all sides. The prints are available for $9.95 each, although a limited quantity (total 100), signed and numbered by Reid, are available for $35 each. They can be ordered from Gil Reid, P.O. Box 251, Brookfield, WI 53005. Shipment is in a mailing tube, and 3rd Class postage is included in the price (Wis.. res. add 5% sales tax; 50¢ additional per print for 1st Class postage).

One of the West's most fascinating railroads has been documented between hard covers in Hal Reigger's *The Camas Prairie, Idaho's Railroad on Stilts*, just released by Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020. Though illustrated predominantly in black & white, there are some color photos of this joint Union Pacific and Northern Pacific (subsequently Burlington Northern) operation. There is good coverage of the motive power, railroad and related logging operations and neighboring short lines. The 160-page 8½″×11″ hardcover sells for $32.50.

And one of the Northeast's more interesting short lines has been documented between soft covers in Bob Pennisi's *The Morristown & Erie Railway*. The M&E, famous for its red C430s and C424s, is a traditional short line that is expanding in the post-Conrail environment. This 48-page 11″×8½″ horizontal-format softcover includes both contemporary and historical photos and sells for $8.95 (N.J. res. add 6% tax) from Railroad Avenue Enterprises, P.O. Box 114, Flanders, NJ 07836.

The other New Jersey short line making headlines today is the New York, Susquehanna & Western, with its SD45s, C430s and coast-to-coast stack-pack container trains. Though it's not a particularly pretty book, there is a lot of good train-chasing data in *The New Susquehanna, Great Spots for Shots*, by George Povall. With maps showing both roads and the railroad, Povall gives a railfan's guide to the new NYS&W route between Campbell Hall, N.Y., and Little Ferry, N.J., over the former-L&HR and historic NYS&W. If you want to chase the stack-packers and are not familiar with the often-confusing hilly countryside of the area, this book will be a big help. It sells for $5.95 from Endever Ltd., P.O. Box 155, Valley Stream, NY 11582.

Calendar Call

While color usually gets top billing, there is nobody who tops the magnificent black & white Westrail Productions 1987 Calendar for quality and impact. And how long has it been since you've *read* a calendar? Ted Benson's commentary about the Rock Island on the opening pages includes a quote that should be memorized by every railfan: "There is still magic to be found along the rails that opened the American frontier, spe-

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cial moments to remember and special memories yet to come. There is still time to open the eyes and the heart."

That feeling comes through on every page of this oversize 14″×22″ folded-out wall calendar. Westrail pioneered clean, modern graphics and intelligent captions on railroad calendars, and this year's effort maintains the tradition with work from the West's finest photographers and text by Ted Benson. The subjects range from the operator at Niles Tower to UP U50s, a California Western 2-8-2 and the *San Francisco Zephyr* snowbound in Denver at night. Reproduction is absolutely top quality on heavy stock. It sells for $8.95, postpaid in U.S. (Cal. res. add state and local sales tax), from Westrail Publications, P.O. Box 300, Glendora, CA 91740.

On the color cover of Joe McMillan's "1987 Santa Fe Calendar" you will note that of the two PAs on an outbound *San Diegan* at Mission Tower, only the second unit is making smoke—for the lead unit is EMD-re-engined No.51. A fine variety of full color Santa Fe images fill out this oversize 14"×22" folded-out wall calendar with very nice layout and color reproduction. While blue hood units dominate, you will also find traditional blue Fs, a red warbonnet U30CG at night and even an SPSF "Kodachrome" SD39. It has a fine mix of action and scenic photography. The calendar sells for $8.95 postpaid (MasterCard and VISA accepted, Ill. res. add 6% tax) from McMillan Publications, 2921 Two Paths Drive, Woodridge, IL 60517-4512.

Getting about as far away from the Santa Fe, in both geography and spirit, as you can in the U.S., try the full color "1987 Long Island Rail Road Calendar" from the Long Island Sunrise Trail Chapter NRHS, P.O. Box 507, Dept. C, Babylon, NY 11702. With excellent color reproduction, this 11″×17″ folded-out wall calendar features vintage LIRR views of FM C-liners, MP54s and other m.u.s, C420s, FAs, an RDC and even a 2-8-0. There's a good variety of interesting images here. The calendar sells for $6 plus $1 postage and handling (N.Y. res. add tax).

Fine b&w reproduction of some very interesting subjects characterize the "Whistle on the Wind—1987 Steam Calendar" from the Mid-Continent Railway Museum, P.O. Box 55, North Freedom, WI 53951. The broadside of an Omaha Road 4-4-2 opens up this 12″×18″ wall calendar, followed by action views on MCRM's D&R 2-6-0 with an LST&T Jordan Spreader, doubleheaded C&NW Pacifics and a film crew on the museum line plus excellent roster views of a big Soo 4-6-0, a Fairchild & North-Eastern Taun-

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ton 4-4-0, an IC 2-8-0 in Iowa Falls in 1921, a Milwaukee Brooks 0-6-0 and a Rock Island passenger 4-8-2 in 1922. It sells for $4.95 plus $1 postage (Wis. res. add 25¢ tax).

And getting down to matters of pure religion (at least for this editor) is the "ICHS 1987 Calendar" featuring Illinois Central action from the ICRR Historical Society. The b&w reproduction on heavy stock is very good in this 11"×17" folded-out format calendar. Subjects include an 0-8-0, a TR-2 cow and calf switcher set, a 2-10-2, 4-8-2 and 2100-class Mike in action, a vintage 4-4-0 and 2-6-4 suburban tank engine, Geeps and a 4-8-2 at night, a Paducah Shop interior with 2-6-0s and a 2-10-2, passenger Geeps at Rockford, a Geep being rescued from a turntable pit by a steam hook and 0-8-0 (how embarrassing), E7s at Waterloo and an SD40A emerging from an Edgewood Cutoff tunnel. The full color cover features a publicity shot of the streamlined *City of Miami*. The calendar sells for $6 postpaid from ICHS Publications, 22539 Arquilla Dr., Richton Park, IL 60471.

Very good b&w photo reproduction and an excellent choice of subject matter highlight the "1987 Railroad Calendar" from the Rochester Chapter NRHS, 36 Rochester St., Scottsville, NY 14546. Lehigh Valley's "hammerhead" RS3 211 (now privately owned and working the Rochester & Southern) is the "cover girl," while inside are vintage views of a DL&W 4-6-2; a Jamestown, Westfield & Northwestern interurban; a Pennsy M1; a B&O/BR&P 2-6-6-2; a B&O 4-6-2; doubleheaded NYC 4-6-0s on the Hojack Line; an LV 4-6-0; Rochester passenger station in 1921 and the GM *Train of Tomorrow* plus a Kodak fireless 0-6-0, a pair of Conrail SW1500s and a BAR GP38 leading a pair of D&H Alcos. The calendar sells for $3.95 plus 75¢ postage and handling.

Some unusual subject matter gets into the b&w "Railroads of Union County" 11"×17" folded-out wall calendar published by the Union County (Pa.) Historical Society and distributed by the Central Pennsylvania Chapter NRHS, c/o Barbara Winslow, RD2 Box 370, Lewisburg, PA 17837. Try a White Deer & Loganton Climax on a mixed train, a Pennsy G5 on a mixed at Mifflinburg or a postman and his pet goose with a PRR mail cart circa 1905. Other views include a Reading 2-8-0 and 4-6-0 plus a number of local depot exteriors and one very nice 1912 interior of the P&R Lewisburg depot. The calendar sells for $4.50 postpaid.

You want big steam? Try the "Southern Pacific Steam 1987 Calendar" from Whistle Stop Publications, 3745 E. Colorado Blvd., Pasadena, CA 91107. Well reproduced in b&w in this 12"×18" calendar are an SP 2-6-0 on Terminal Island, 4-10-2, 4-6-0 in the streets of San Berdoo, a 4-8-4 with 2-10-2 helper out of San Luis Obispo, a commuter Pacific beside a working 0-6-0, ex-T&NO 4-8-4 and 4-8-2 doubleheader, a 4-10-2 meeting a cab-forward, doubleheaded 4-6-0s with desert canteens, a semi-streamlined 4-8-2, a cab-forward on Cuesta, a fire-fighter 4-6-0 and a 2-8-0 on an NWP passenger train—oh, yeah, don't forget a couple of *Daylight* 4-8-4s and an E7. It sells for $5.95 plus $1.50 shipping (Cal. res. add tax). Though we haven't seen a sample of it, Whistle Stop also offers a similar "Santa Fe Steam 1987 Calendar."

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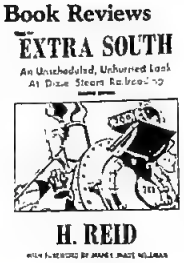
Canadian steam than the CNR 4-8-2 at Bayview that graces the cover of the "1987 UCRS Calendar" from the Upper Canada Railway Society, Box 122, Station "A," Toronto, Ontario M5W 1A2. Inside are b&w views of Ottawa's G5 1201 testing with CP's lone RSD17, VIA FPA4s, a CP RS18 with a wedge plow, an ex-GT 4-6-2, an RS18 at Owen Sound, ONR's 4-6-2 701 on her last run, a Pere Marquette 2-8-2, a CN HR616 and M636, a TTC CLRV, CPR Budds and a GO Transit GP40W. It sells for $8 Canadian, which includes First Class postage.

Book Reviews



Extra South, Second Edition, by H. Reid, published by Carstens Publications, P.O. Box 700, Newton, NJ 07860, 144 8½"×11" pages, softbound. Carstens book C-53, $21.95 postpaid (N.J. res. add 6% tax).

Subtitled "An Unscheduled, Unhurried Look at Dixie Steam Railroading," this new *Extra South* is a second edition of H. Reid's 1964 classic expanded with additional text and many more photos. Please notice the word *classic*, as it underscores what this reviewer really thinks of this book.

Ordinarily, I'm not supposed to like a book like this. I revel in big-time Western railroading, and I'm basically a city boy at heart—I find the countryside fascinating, but I really wouldn't want to live there. Yet here, in an unsophisticated little book, complete with not-always-the-best halftones, is one of the most readable, enjoyable and fun romps through Southern steam railroading I've ever come across.

Okay, I'll skip the gush. Reid has a way of explaining and writing things that just makes you keep on reading. I have never been interested in the East Tennessee & Western North Carolina Railroad, otherwise know as the "Tweetsie." Every time I see

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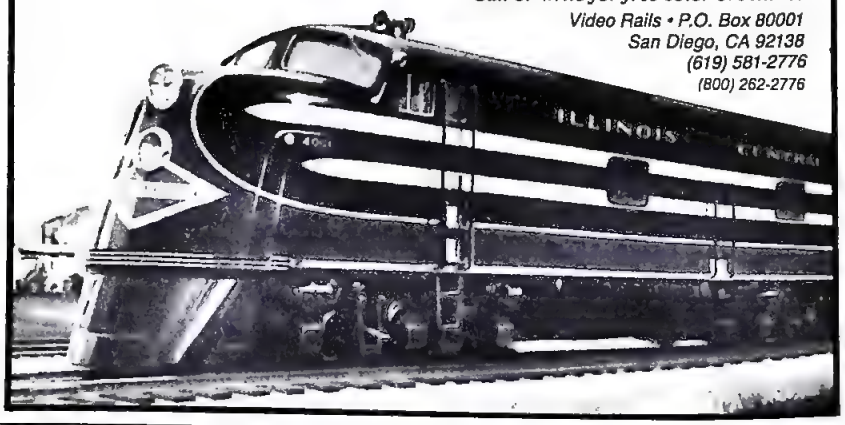

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something published on it, I quickly thumb past to the next article. To me it is a dull, boring and dumb railroad that belongs in Disneyland. Reid devotes a good chunk of book to the history and wanderings of this line, and I began reading it with all the enthusiasm of a mandatory college assignment on the Eating Habits of the Mesopotamians.

But I read it—and loved it. And then I read it again, looking at the way the author carefully crafts his story, winding the reader around his finger as he takes you through his narrative. I got caught up in the railroad and the people who operated it. Reid mesmerized me.

There are other stories and great gobs of photos between the covers, mostly about steam and Southern short lines, Norfolk & Western J's on local freights and *Jawn Henry*, a photo piece on the old Southern, a smashing piece on a 2-6-0 named *Albert* and so very much more. Some of the photos in the original 1964 version of this book were marginal to begin with, and many of them had to be reshot from those halftones rather than from the original photos (none of the 1964 material was left out in the 1986 Second Edition). Considering this, the reproduction work is excellent, and all the new material

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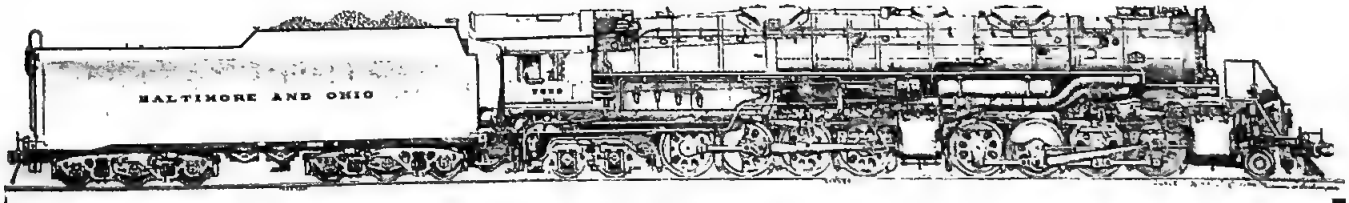

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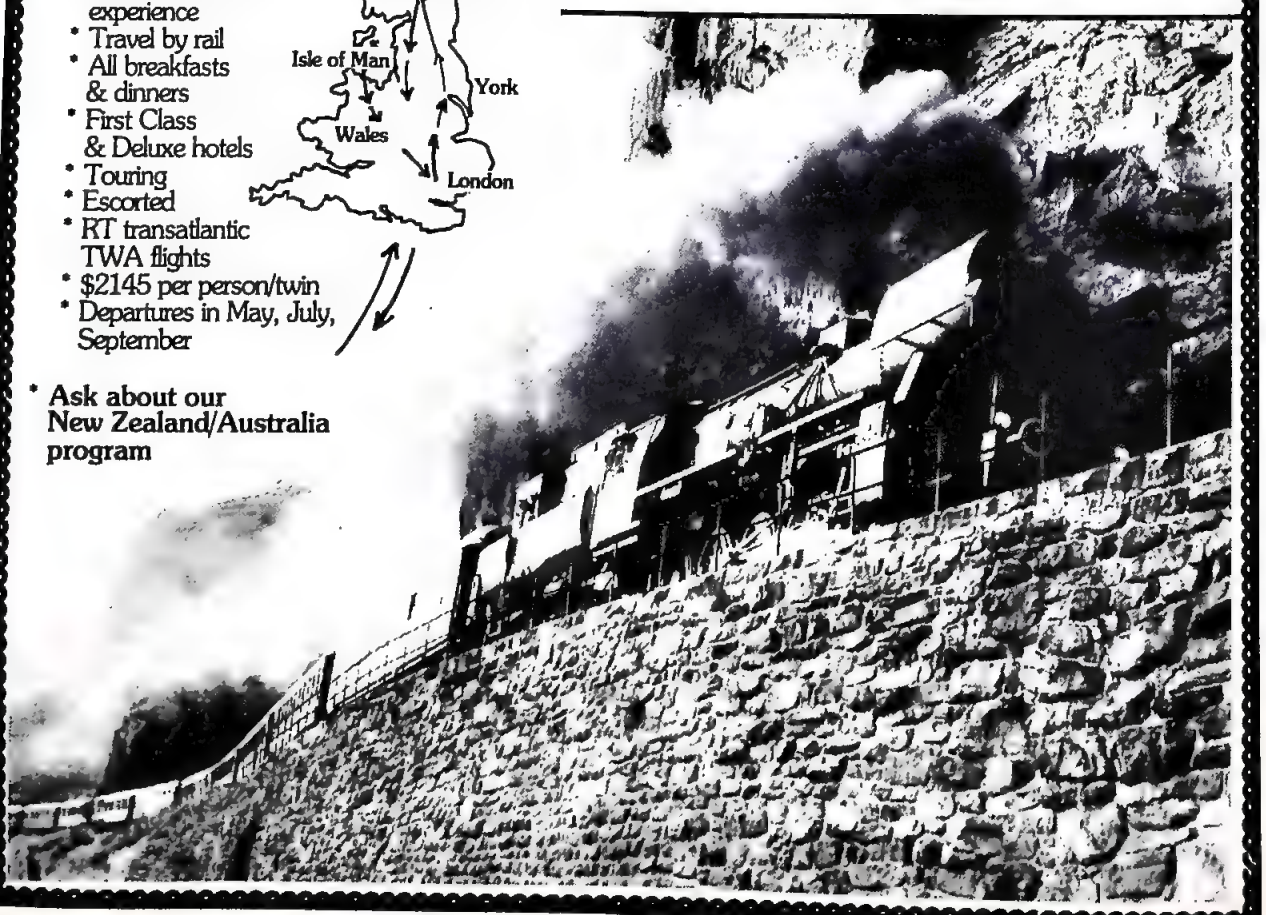

comes out extremely well, printed on high quality, heavy gloss stock.

If your interest is strictly governed by words like "prime mover" and "CTC," forget this book. But if you missed steam, especially backwater operations, and really want to know why the older railfan set sheds just a hint of a tear when they see a live steamer working today, just plunk your behind on the sofa and start reading—DAVID C. LUSTIG.

Bluebirds & Minutemen, Boston & Maine: 1974-1984, by Tom Nelligan. Published by McMillian Publications 2921 Two Paths Drive, Woodbridge, IL 60517-4512. Hardcover, 11"×8½" horizontal format, 152 pages, $26.95

An important decade in the life of Boston & Maine closed with the road's acquisition by Guilford Industries in 1983—a decade of revitalization under the leadership of Alan Dustin, B&M president and general chairman. Tom Nelligan's new book spotlights those phoenix years, when the once-wobbly carrier began to take on a more respectable image through aggressive marketing, new locomotives and an upgraded property.

But don't look for a detailed analysis of how Dustin accomplised what many though was impossible; instead, *Bluebirds & Minutemen* takes you trackside through dozens of photos that capture the essence of a contemporary B&M in the throes of change, though the book's lead chapter provides a synopsis of B&M history and events leading to Guilford. Detailed photo captions include operational notes in addition to the obligatory who, what, where and when in lieu of straight text for each chapter.

As in the case of many railroad books, the author has chapterized it by operating regions: The Boston District, the East End, Gardner District, the West End, Connecticut River Line and Expansion Lines. Photos in each chapter highlight operations and geography of each district. The final chapter, "Bluebirds turn gray," shows B&M under the auspices of Guilford Transportation.

Most photos are black & white, with selected color scenes spread throughout the book. Photos appear in a pleasing variety of sizes, and the book's horizontal format lends itself well to several full-page scenes (Ben Bachman's covered bridge at Bath, N.H., is especially memorable). Author Nelligan did most of the photography, supplemented by others who specialize in New England railroading: Scott Hartley, Jim Shaughnessy, Jack Armstrong, Ben Bachman, Ron Johnson, Mike Schafer and Tom Post. This combination of talents captures the flavor of a contemporary B&M, though there is an overall lack of the human element so necessary in

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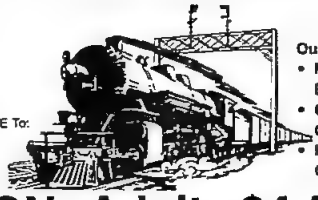

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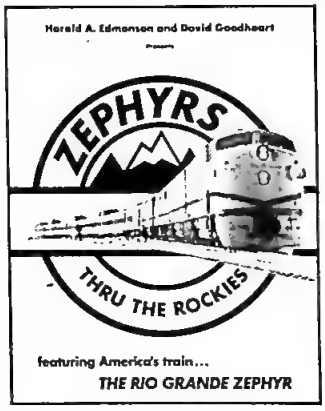

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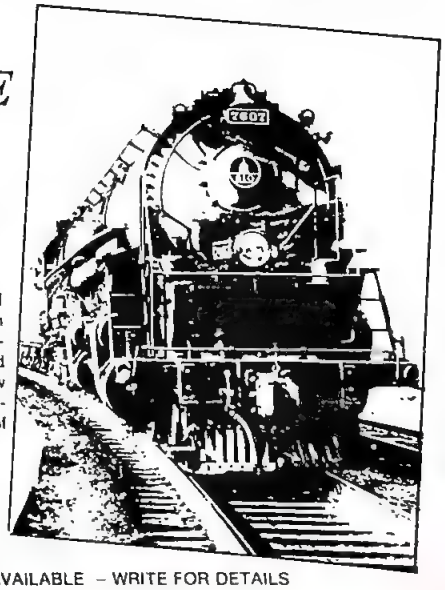

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bringing railroad subject matter to life. Fortunately, photographer Shaughnessy comes to the rescue in some chapters with a few of his scenes.

Though some photo reproduction is on the light side, overall printing and binding quality is very good, which loyal customers of McMillan Publications have come to expect. B&M aficionados will certainly snatch this one up, as *Bluebirds & Minutemen* picks up where Hartley and Nelligan left off in their *Route of the Minutemen* (Quadrant Press) softcover of a few years back. Besides, the venerable B&M has had only modest coverage in book form to date, and this volume will help to break the fast. Even if your interest in New England railroading is casual, you'll likely enjoy this book's good looks and easy-going reading—DOUG LEWIS.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

LOS ANGELES, CALIFORNIA, February 11-16. "President's Weekend Tour" Sightseeing excursion on Amtrak's *Sunset Limited* to El Paso, Texas, for bus tours of Carlsbad Caverns, Davis Mountains State Park and Fort Davis National Historic Site. Return on *Sunset Limited* from Alpine, Texas, into L.A. Monday morning. Fully escorted by Let's Travel Tours. Fares range from $485 to $795 depending upon accommodations. Free Amtrak chair car connecting service from Western cities. Contact: Let's Travel Tours, P.O. Box 2768, Riverside, CA 92516; 714/787-8350.

NORTH FREEDOM, WISCONSIN, February 21-22. "Snow Train" weekend at the Mid-Continent Railway Museum using steam power on excursion trains and operating UP/OSL rotary snowplow, weather permitting. Six trains each day 9am-4pm. First Class service available in Soo Line diner lounge Contact: Mid-Continent Railway Museum, North Freedom, WI 53951; 608/522-4261.

STOCKTON, CALIFORNIA, February 28. "Winterail '87" Railroad Photography Exposition at the Scottish Rite Temple, 33 West Alpine Avenue, 10:30am-9:30pm. Tickets in advance $7, at door $10. Tickets limited to 900. Slide and movie presentations by several railfan photographers, flea market and photo contest. Featured guest Mike Schafer of PTJ. For tickets or information, send SSAE to: Dave Stanley, P.O. Box 8771, Stockton, CA 95208-0771.

BOSTON, MASSACHUSETTS, March 21. Mystic Valley Railway Society will sponsor a "Sugar Time Special" passenger excursion to Brattleboro, Vermont. On April 3-5 they will also operate "Cherry Blossom Special" to Washington, D.C. For information on either of these trips, send SSAE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136, or call 617/361-4445.

TROY, NEW YORK, April 11. "Remember the Rutland Workshop," a mini-conference about the Rutland Railroad with clinics, movies, talks and sales. At the RPI campus Student Union, beginning at 10am. Admission by reservation only, $10. For reservations contact: John Stanford, c/o Rensselaer Model Railroad Society, Box 27 Student Union, RPI, Troy, NY 12181; 518/271-2764.

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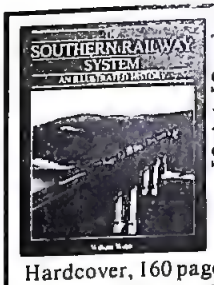

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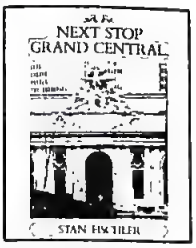

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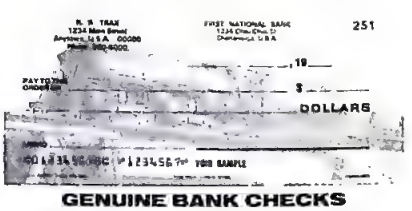

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ROANOKE, VIRGINIA, Spring 1987 First runs for restored Norfolk & Western 2-6-6-4 1218 are anticipated for April 1987 For complete information when it becomes available, contact. Roanoke Chapter NRHS, Box 13222, Roanoke, VA 24032, or call 703/389-3935, 366-2169 or (after 6pm) 366-5211.

CASS, WEST VIRGINIA, May 15-17 Cass Scenic Railroad Railfan Weekend Spectacular with geared steam locomotives and multiple photo runbys Night photo session floodlit for video and stills Weekend ticket $45. Contact: Cass Railfan Weekend 1987, P.O Box 107, Cass, WV 24927 Phone (days) 304/456-4300 or (nights) 456-4362

CHEYENNE, WYOMING, May 24 Union Pacific 4-6-6-4 3985 will power an exclusive 8-car special limited to 270 passengers from Cheyenne to Laramie and return Possibly the last chance to ride behind the Challenger over Sherman Hill Small load means super photo opportunities on the numerous runbys Fare $165 includes lunch. Contact: Rocky Mountain Railroad Club, Dept R, P.O Box 2391, Denver, CO 80201

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RAILROADIANA MEETS

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640, sales tables $40. Admission $4, under 12 free with adult. Hours 11am-5pm. General information: Greenberg Publishing Co., 7543 Main Street, Sykesville, MD 21784, 301/795-7447

Pittsburgh, Pennsylvania, January 31-February 1, Pittsburgh Expo Mart.

King of Prussia, Pennsylvania, February 14-15, Valley Forge Convention Center.

Wayne, New Jersey, February 28-March 1, William Paterson College.

Wilmington, Massachusetts, March 7-8, Shriner's Auditorium.

Timonium, Maryland, March 21-22, Timonium Fairgrounds.

WHISTLE STOP TRAIN SHOW & SALE will be held at the following locations and dates. Friday and Saturday 10am-9pm, Sunday noon-5pm, free parking and admission unless otherwise specified. Contact: Railway Employees Activities Association, P.O. Box 16489, Rocky River, OH 44116; or call James Madden 216/476-0456.

Mentor, Ohio, February 6-8, at Great Lakes Mall, 7850 Mantor Avenue.

Canton, Ohio, February 13-15, at the Mellett Mall, 4196 Tuscarawas Street.

Columbus, Ohio, February 20-22, at New Market Mall, 7581 New Market Center Way.

Euclid, Ohio, March 6-8, at Euclid Square Mall.

THE GREAT AMERICAN TRAIN SHOW will be held at the following locations and dates. Shows feature operating train layouts, club displays, national and local sellers, railroadiana, videos and more. Hours are noon-6pm. Adults $4, kids under 12 free with adult. For full information contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Houston, Texas, February 7-8. Albert Thomas Exhibition Center, Bagley & Capitol.

Dallas, Texas, February 14-15. Dallas Convention Center, 650 S. Griffith.

Kansas City, Mo., February 21-22. Kansas City Municiple Auditorium, 14th & Central.

Dayton, Ohio, March 7-8. Dayton Convention Center, 22 Dave Hall Plaza.

Louisville, Ky., March 7-8. Commonwealth Convention Center, 221 4th Ave.

Seattle/Tacoma, Wash., March 21-22. Western Washington Fairgrounds, 9th Ave. & Meridian St. in Puyallup.

Milwaukee, Wis., March 28-29. Mecca Convention Center, 500 W. Kilbourn Ave.

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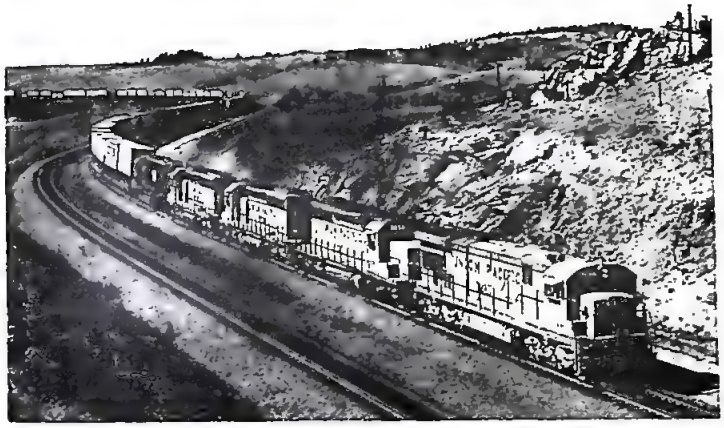

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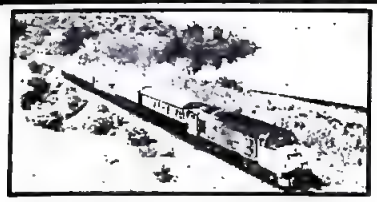

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BOXCAR ANNIE'S Train Show & Sale will be held at the following locations and dates. Saturdays 10am-6pm, Sundays 10:30am-4:30pm. Adults $2, teens $1, under 12 free with adult. For tables and info contact: Boxcar Annie's, Box 335, Centerville, GA 31028; 912/953-3782.

Indianapolis, Ind., February 7-8. Holiday Inn East, I70 & Shadeland, Exit 89.

Baltimore/Washington, February 21-22. Holiday Inn Annapolis, US 301 & 50 at Md. 450.

JACKSONVILLE, FLORIDA, February 14. Southeastern Railroadiana Collectors 8th Annual Railroadiana/Model Train Sale & Trade Show at new location, Jacksonville's Prime Osboorn Convention Center, 1000 West Water Street 9am-4pm. Admission $2, kids under 12 free. Tables $20. For information send large SSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

TOY TRAIN COLLECTORS SOCIETY will be holding Train Show, Sale & Swap Meets at the following locations and dates. For information contact: Clarence H. Steinbach, 274 Huth Road, Cheektowaga, NY 14225, or phone chairman.

February 15, Cheektowaga, New York, at Hearthstone Manor on Dick Road, 11am-4pm. Raymond Baer 716/632-4918 or John Hedges 716/694-3771.

March 22, Rochester, New York, at the Downtown Riverside Convention Center at 123 East Main Street, 11am-4pm. Wayne Smith 315/331-3845.

VENICE, FLORIDA, February 21-22. Scale Rails of South Florida's 3rd Annual Model Railroading Exposition at the Venice Gardens Civic Center, 406 Shamrock Blvd., Saturday 10am-9pm and Sunday 10am-5pm. Railroadiana, operating model displays and video and slide presentations all day. Food and beverage available. Admission by donation. Contact: Rachel Dahigren, 5924 Osprey Road, Venice, FL 33595; 813/493-1245.

EVERETT, WASHINGTON, February 28. "Hobo Mini-Meet" hosted by 4th Division Pacific Northwest Region NMRA. See the railroad like the hobo does: hikes to abandoned tunnels, picture opportunities and handcar races, plus model contests, clinics and awards banquet. 10am-8pm. Contact: Roger H. Ferris, 19929 Second Ave. NW, Seattle, WA 98177; 206/283-0637.

EDMONDS, WASHINGTON, March 1. Swamp Creek & Western Railroad Club "Rollin' Rails '87" introduction to model railroading with operating displays, modular layouts and dioramas. Frances Anderson Recreation Center, 700 Main Street, 11am-5pm. Exhibitor applications welcome. Contact: Roger H. Ferris, 211 Railroad Ave., Edmonds, WA 98020; 206/283-0637.

EAST PEORIA, ILLINOIS, March 7. Giant Train Show at Holiday Inn, East Peoria just off I-74, 10am-4pm. 35 tables of railroadiana and toy trains. Dealer tables $12. Adults $1, kids under 12 free with adult. Contact: Guy L. Brenkman, 1016 1st National Bank Bldg., Peoria, IL 61602; 309/698-3230.

ST. LOUIS, MISSOURI, March 7-8. Bi-State Area Railroad Meet sponsored by Midwest and Mid-Continent Regions NMRA at Collinsville Hilton Inn, 1000 Eastport Plaza Drive (Ill. Hwy.157 & I55/70). Saturday 8am-9pm with clinics, displays, swap meet, contests, movies and layout tours; Sunday 8am-2pm with prototype railroad tours. Registration $9 in advance and $12 at door. Swap tables $10. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63146; 314/434-5980.

BURNABY, BRITISH COLUMBIA, March 15. 5th Annual Railroadiana Show at the Cameron Recreation Center, 9323 Cameron St., 10am-6pm. Admission by donation. Rail antiques, collectibles and models for sale and display, plus an auction. Also movies, slides and door prizes. Over 100 dealer tables $9 each. Contact (large SSAE, please): J. Cowan, 304-9304 Salish St., Burnaby, BC V3J 7C5.

FORT WAYNE, INDIANA, March 21. Train and Collectible Toy Flea Market with over 100 tables at The Lantern, 4420 Ardmore, 11am-4pm. (8' tables $8 in advance.) Contact: Royce Hutchinson, 7112 Baer Road, Ft. Wayne, IN 46809; 219/747-4485.

MOORHEAD, MINNESOTA, March 21-22. Red River Chapter NRHS Railroad Collectibles, Model Trains & Antique Toy Flea Market at Holiday Mall, South 8th Street at I-94. (Tables $7.) Contact: Railroad Market, Box 3209, Fargo, ND 58108.

NORTHLAKE, ILLINOIS, March 22. 6th Annual Chicagoland Railroadiana Show at West Leyden Field House, 1000 N Wolf Road, 10am-4pm Free parking, over 150 tables available. Adults $2, kids unde 12 free. Railroad artifacts, china, timetables, lanterns and such; not a model railroad show. For table info send large SSAE to: Steve Mazanek, P.O. Box 31344, Chicago, IL 60631. For other information call Joe Mazanek 312/537-0891 or Dan Dicenzo 312/830-0202.

KINGSTON, NEW YORK, March 22. 4th Annual Kingston Train & Craft Expo at the State Armory, North Manor Ave., (Thruway Exit 19), 10am-4pm. Tables $12 for first $10 each additional. Admission $2, kids $1. Railroadiana, model trains, dollhouses, miniatures Dealers, manufacturers and vendors. Contact: Kingston Model Railroad Club, c/o Tom Woltman, CPO Box 1885, Kingston, NY 12401.

KITTANNING, PENNSYLVANIA, March 29. Central Armstrong Model Railroad Train Show at Kittanning Twp. Fire Hall, E. Rte. 422, 10am-4pm. Admission $2.50, kids under 12 free. Contact: James Boyer, RD 2 Box 133, Ford City, PA 16226; 412/763-8327.

CHESHIRE, CONNECTICUT, March 29. Cheshire High School Band 7th Annual Train Show at Cheshire High School on Rt.10. 10am-5pm. Adults $2, kids under 12 free. Railroadiana, model trains, layouts, movies, clinics and white elephant table. Contact: Tom Kotulski, 525 S. Main St., Cheshire, CT 06410; 203/272-5361.

BUCYRUS, OHIO, March 29. Bucyrus Area Rail Fans (BARF) Train Show, Swap Meet & Flea Market at Bucyrus High School, 700 W. Perry St. Admission $1, kids under 12 free. Dealers $10. Live steam traction engine, toy and scale operating layouts, movies and videos. Contact: Jim Croneis, 925 Sunset Drive, Bucyrus, OH 44820; 419/562-9855 (after 6pm).

NORTH LITTLE ROCK, ARKANSAS, April 4. 7th Annual Arkansas Railroad Club Railroadiana Show & Sale at Fisher Armory, 9:30am-4pm. Adults $1, kids under 12 free. Tables $17. Contact (SSAE, please): Bill Pollard, P.O. Box 10222, Conway, AR 72032

HELENA, MONTANA, April 5. 7th Annual Helena Railroad Fair at Civic Center Ballroom, 10am-4pm. Tables $15, admission $1. Contact: John A. Elliott, 24 South Montana Ave., Helena, MT 59601; 406/443-2348.

LONDON, ONTARIO, April 11. Forest City Railway Society 14th Annual Slide Swap/Trade Day at All Saints Anglican Church on Hamilton Road east of Adelaide, 1-5pm. Entry $2. Contact: Ian Platt, RR#3, Ingersoll, Ontario N5C 3J6

ST. LOUIS, MISSOURI, April 18. McDonnell Douglas Railroad Club Railroad Show & Swap Meet at Queeny Park, 550 Weldman Road in Manchester, Mo., 10am-3pm. Free admission. Tables $10 in advance, $12 at door. Contact: Bill Holmes, 1402 Langholm Dr., Florissant, MO 63031; 314/837-5664.

MANSFIELD, OHIO, April 25. Mansfield Model Railroad Club Annual Spring Flea Market at Masonic Temple, 1250 Lexington Ave., 10am-4pm. Adults $1.50, Teens $1, kids under 12 free with adult. Contact: Charles Mathis, 267 Sherwood Dr., Lexington, OH 44904; 419/884-0025 (8am-5pm).

CONCORD, CALIFORNIA, April 30, May 1-3. "Milepost 87" Pacific Coast Region NMRA Convention at Sheraton Hotel and Conference Center. Special emphasis on local historical prototypes. Tours include BART Hayward Shop, SN right-of-way, San Francisco MUNI streetcars and cable cars plus Walnut Creek Model Railroad Club, Golden Gate Live Steamers, Redwood Valley Railway and home layout tours. Movies, clinics, manufacturers displays and banquet. Contact: Milepost '87, P.O. Box 5953, Concord, CA 94524; or phone Roger Colton 415/947-0359.

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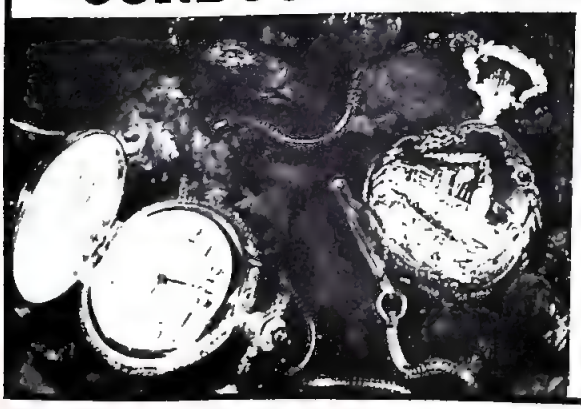

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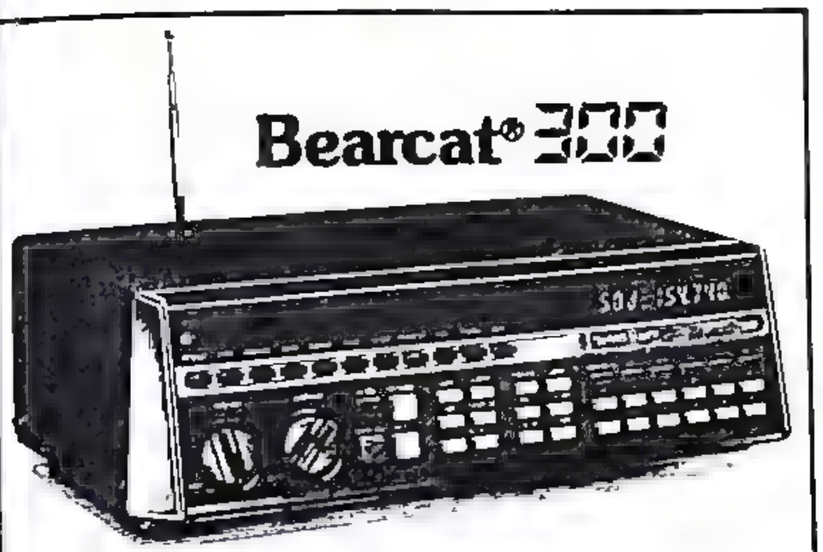

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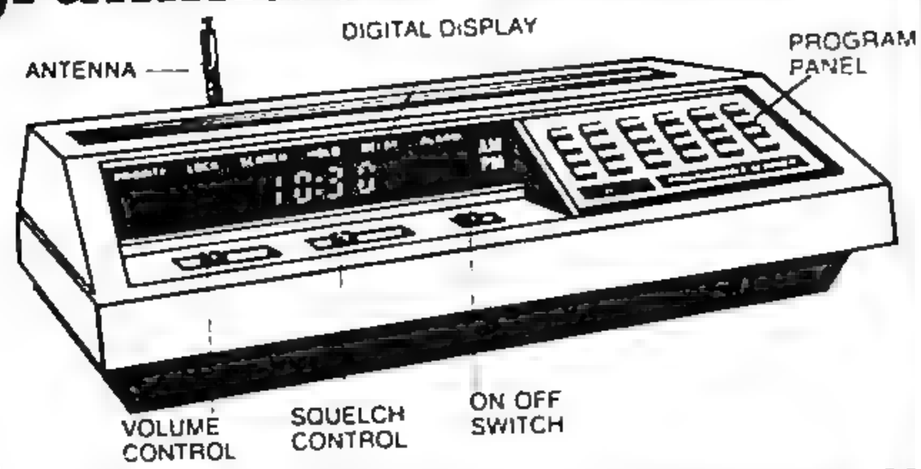

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Transit Currents

Portland welcomes

September 5, 1986, saw the opening of the 15-mile Banfield light rapid transit line in Portland, Oregon. The line has been dubbed "MAX," which stands for Metropolitan Area eXpress.

MAX had its genesis in the unhappiness of the public in the Portland area with the proliferation and negative impact of superhighways. On September 16, 1978, the Tri-County Metropolitan Transportation District Board of Directors chose to move ahead with MAX. Ground-breaking took place at the Ruby Junction light rail operation center in March 1982.

MAX utilizes virtually every imaginable location for its right-of-way. In downtown Portland it operates in regular city streets and along renovated streetcar-only streets. The 35 blocks of downtown Portland trackage is paved with Belgian block paving salvaged from street reconstruction projects. The trolley transit mall is located in Yamhill and Morrison Streets between First and Eleventh Avenues; the trolley mall intersects with the downtown bus mall.

After leaving downtown, the light rail tracks cross the Steel Bridge, and from there the MAX parallels Interstate 84, the Banfield Freeway and the Union Pacific Railroad tracks. This portion of the line is fully grade separated. At Gateway, which is a major bus interchange and transit center on the east side of Portland, the light rail line turns to the south and briefly follows Interstate 205 until it reaches Burnside. Burnside Street was an ordinary road lined with ditches that had no sidewalks, few traffic signals and little landscaping. It became another major portion of the line with a dual 18-foot roadway on either side of the median strip set aside for the tracks. The stations located along Burnside have won awards for their design.

For the last two miles into the eastern terminal of Gresham, the tracks follow the old right-of-way of the Portland Traction Company. All along the line there have been major steps toward development and redevelopment, especially in downtown Portland and alongside Burnside Street. There are 25 stations along the line, and the eastside Portland bus routes of Tri-Met have been rerouted to feed these stations. Gresham and Gateway stops are the major interline points which feature timed transfers between buses and the light rail cars.

The cars operate on 750 volts d.c. carried via an automatically-tensioned catenary system. Regular single trolley wire has been installed in downtown Portland. The 26 cars were built by Bombardier, Inc., under license to a design from Belgium. The six-axle, articulated, double-end cars have room for 76 seated passengers or 135 standees. The cars do not include lifts for the handicapped; the wheelchair lifts are installed at each of the stations. The length of the cars over the anti-climbers is 86′ 11¾″; they are 8′ 8¼″ wide and 11′ 1⅜″ high. The cars, which weigh over 92,000 pounds, are propelled by two d.c. series traction motors of 261 h.p. continuous rating. Control is by cam controller, and the primary braking is dynamic. Secondary braking is provided by spring-applied friction disk brakes. Magnetic track brakes take over for emergencies. The acceleration is three m.p.h. per second, and the service braking is the same. Emergency braking rate is 4.7 m.p.h. per second. Maximum service speed is 55 m.p.h.

The dedication started at Gresham, and a series of inaugural trains filled with dignitaries moved from Gresham City Hall following a speech by Oregon's Senator Mark Hatfield. The crowds on the first weekend of service far exceeded expectations.

The present MAX is just the first step; given the funding, there are a number of other lines that will probably be constructed. A line across the Willamette River north from Portland to Vancouver, Washington, may be next, although a 1982 study recommended that a 12.2-mile line from downtown via the Sunset Highway to Cedar Hills and then off to Beaverton and 185th Avenue should be next.

The service has been well received. In its first six weeks of operation two-car trains have become the rule throughout the day to handle the crowds, and the initial Sunday headway of 30 minutes has been cut to 20 minutes. Revenue passengers are well ahead of expectations. The initial forecasts were for 14,000 riders per weekday, growing to 17,000 per weekday by the end of the first year. The actual ridership is running at 20,000 to 22,000 on weekdays, 36,000-41,000 on Saturday and a range of 20,000-28,000 Sundays.

With ground broken for the new heavy rapid transit subway in Los Angeles at virtually the same time as the opening of MAX in Portland, and with the other projects under way, there is strong reason to believe that America, the land that threw the railways away with both hands, may be pulling them back into use. Thanks to Tom McGarry and John W. Schumann for the news.

Another South Shore wreck

On the evening of October 30, 1986, eastbound South Shore train 119 bound for Michigan City received a trick instead of a treat in that Halloween season. A truck carrying a large coil of steel weighing about 40,000 lbs. had become stuck on the Clay Street crossing. The truck driver got his flashlight and ran down the tracks to flag the train when the crossing gates began to lower. He could not stop the train, and it ran into the truck. The coil of steel—about six feet in diameter—came loose from the truck, smashed through the cab at the end of the car, snapped off the collision post and veered to roll inside down the left side of the car, smashing the seats until it rolled into the large restroom in the center of the car. The restroom stopped the motion of the coil, which then moved back a bit and began to settle into the floor until

MAX

stopped by the center sill and underframe. The lead car, No. 41, derailed upon striking the semi trailer and pushed it along the track for about eight carlengths. When the train came to a halt, the rear coupler of the rear car was just over the Clay Street crossing.

Thirty-two people were taken to the hospital; three were quite seriously injured. Conductor Anthony Wajasinski, who was immediately behind the cab, was the most seriously injured, as he was trapped in the metal of the cab debris. Two women sitting on the righthand side of the front of the car were also hurt seriously. The miracle is that no one was sitting in the row of seats that got mashed, for they would surely have been killed.

Car 41 appears to be a total loss. The loss of the collision post, severe damage to the interior of the car, the collapse of the floor under the weight of the coil and possible deformation of the frame have probably damaged the car beyond reasonable repair cost.

The implications of this for the financially troubled Northern Indiana Commuter Transportation District and the South Shore Railroad are unknown at this writing. The Legislative Study Commission, which has been holding hearings across the state on the future of NICTD and the South Shore commuter service, had just received recommendations from its consultant, Ernst & Whinney. The consultants believed that NICTD and the railroad could probably continue to offer service if there was an infusion of local taxes, as long as there was no major wreck that would greatly increase insurance costs and liability claims. Regardless of the final outcome, the wreck is a serious blow to NICTD and the South Shore.

Centennial of Electric Rail Traction

There have already been a number of centennials held for the first electrified street railway, although the real start of electric traction is often thought to be the installation by Frank J. Sprague in Richmond, Virginia, in Feruary 1888.

The distinguished transit historian, George K. Bradley, has been digging into this matter and has prepared a listing of electric street railways actually placed in service prior to the starting of Frank Sprague's operation in Richmond. There is no gainsaying that the February 1888 date is important; it marks Sprague's start to success; and, at about that time, Charles Van Depoele sold his firm to the Thomson-Houston Company. George Bradley has been studying the contemporary literature in an effort to find the most accurate dates possible. George does not contend that the following list is complete, and some of the start-up dates may not be correct. He has not included trial or experimental operations in which some passengers may have been carried on some cars. The exposition lines in which an electric rail line was placed in a building or operated in the fairgrounds are not included, either. This means that the important Van Depoele Toronto lines where the trolley pole was first used are not included.

Here is the list as prepared by George Bradley based on information he possessed as of June 12, 1986. If any readers have additional information, please send it to me and I will be happy to forward it on to him.

EARLY OPERATIONAL passenger-carrying electric street railways in the U.S. and Canada. Cities are listed in chronological order (as closely as is known). Designing firm for each installation is shown in parenthesis. The designers were: Edward M. Bentley and Walter H. Knight (Bentley-Knight), Leo Daft (Daft), Charles J. Van Depoele (Van Depoele), John C. Henry (Henry), Sidney H. Short (Short), Frank J. Sprague (Sprague) and Detroit Electric/Fischer and Rae (Det).

1884
July 26: East Cleveland, Oh. (Bentley-Knight)

1885
August: Baltimore, Md. (Daft)
November 15: South Bend, Ind. (Van Depoele)

1886
April 15: Montgomery, Ala. 1½ miles. (Van Depoele)
June 3: Windsor, Ont. (Van Depoele)
July 31: Denver, Col. (Short)
August 15: Appleton, Wis. (Van Depoele)
September 1: Detroit, Mi., Dix Road (Van Depoele)
October 15: Port Huron, Mi. (Van Depoele)
September 18: Highland Park, Mi. (Det)
November 27: Scranton, Pa. (Van Depoele)

1887
January: Kansas City, E. 5th St. (Henry)
March or April: Los Angeles, Ca. (Daft)
March or April: Orange, N.J. (Daft)
May: Binghamton, N.Y. (Van Depoele)
June: Fort Gratiot, Mi. (Van Depoele)
June 22: Montgomery, Al. Entire 12-mile system. (Van Depoele)
July: Lima, Oh. (Van Depoele)
August: Mansfield, Oh. (Daft)
September: Asbury Park, N.J. (Daft)
September 6: St. Joseph, Mo. One-mile trial (Sprague)
September: Columbus, Oh. (Short)
October 5: St. Catherines, Ont. (Van Depoele)
October: Woonsocket, R.I. (Bentley-Knight)
November: San Diego, Ca. (Henry)
November or December: Wheeling, W.Va. (Van Depoele)

1888
January: Jamaica, N.Y. (Van Depoele)
January (?): Ithaca, N.Y. (Daft)
January 21: Allegheny City, Pa. (Bentley-Knight)
February 2: Richmond, Va. (Sprague)

Flashes

Expanding a bit on the topic of centennials, Ed Peterson had sent us a note that 1986 was the 100th year of public transit in the APPLETON, WISCONSIN, area, or the "Valley," as it is called. On October 4, 1882, the Appleton Common Council aurthorized the construction of a street railway, and on August 15, 1886, after a brief trial period, the first electric streetcar system in Wisconsin got under way. The line, designed by Charles Van Depoele, had five cars and 4½ miles of track; this was a big deal for a city whose 1880 population was only 8,005. On, Wisconsin!

The METRO-NORTH Commuter Railroad is restoring the roof of New York's Grand Central Terminal. The coppersmiths who worked on the renovation of the Statue of Liberty are being employed to work on the copper roof and other copper portions of the building. Some skylights that have been blacked out since World War II will be replaced, and more of the light of day will once again come into the terminal.

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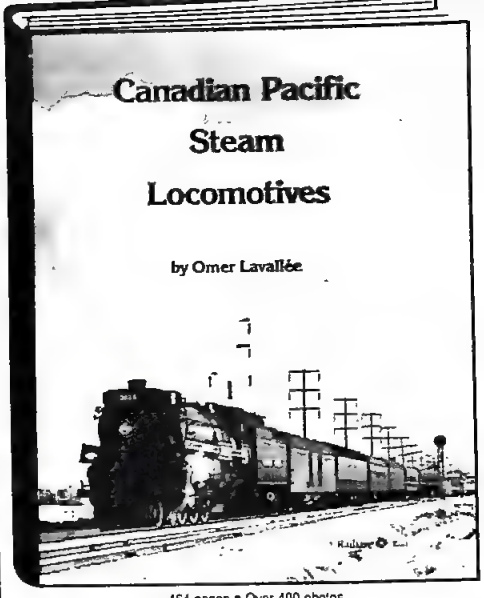

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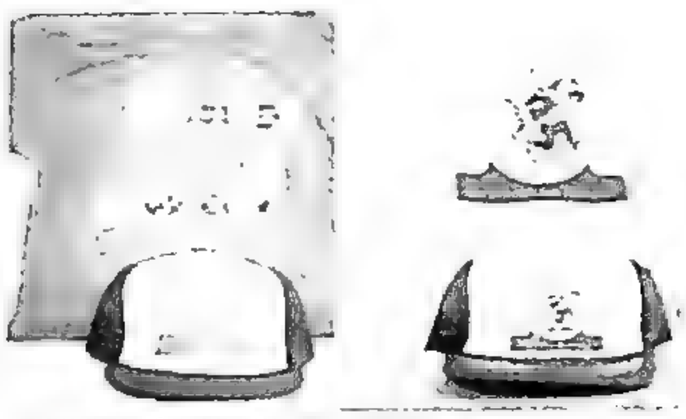

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202	ANN ARBOR	239	MISSOURI KANSAS TEXAS
203	ATLANTIC COAST LINE	240	MISSOURI PACIFIC
☐ 204	BALTIMORE & OHIO	241	MONON ROUTE
205	BESSEMER & LAKE ERIE	☐ 242 ★	N&W 611 J-CLASS 4-8-4
206	BOSTON & MAINE	243	NEW HAVEN (BLOCK)
☐ 207	BURLINGTON NORTHERN	☐ 244	NEW YORK CENTRAL
208	BURLINGTON ROUTE (C.B.&Q.)	245 ★	NICKLE PLATE 765 (STEAM)
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215	CHICAGO NORTHWESTERN	252	PITTSBURGH & LAKE ERIE
216	CLINCHFIELD	253	R.F.&P.
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220	DELAWARE & HUDSON	☐ 257	SANTA FE
221	DETROIT TOLEDO & IRONTON	258	SEABOARD COAT LINE
222 ★	DETROIT TOLEDO & SHOPELINE	☐ 259	SEABOARD SYSTEM
223	ERIE	260	SOO LINE (OLD)
☐ 224	ERIE LACKAWANNA	☐ 261	SOUTHERN
225	FAMILY LINES	☐ 262	SOUTHERN PACIFIC
226	FLORIDA EAST COAST	☐ 263 ★	SOUTHERN 4501 (STEAM)
227	FRISCO	264	SPOKANE PORTLAND & SEATTLE
228	GRAND TRUNK (NEW)	265	TIE ROCK
☐ 229	GREAT NORTHERN	266	TOLEDO PEORIA & WESTERN
230	GULF MOBILE & OHIO	☐ 267	UNION PACIFIC
231	ILLINOIS CENTRAL	268 ★	VIRGINIAN
232	ILLINOIS CENTRAL GULF	269	WABASH
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Transit Currents

BY GEORGE M. SMERK

from the Urban Mass Transportation Administration will be used to renovate the St. Charles streecar line. The 150-year-old St. Charles line will be completely refurbished, including the cars, the Carrollton shop and station maintenance facility.

The **SAN DIEGO** Association of Governments has been studying alignments for the expansion of the San Diego Trolley service. In addition, it is looking at the substantial growth along the corridor between San Diego and Los Angeles served by Amtrak. The Amtrak *San Diegans* carry better than 4,000 passengers a day, with 90% of the cost of operation covered by fares. The seven round trips a day, plus Santa Fe freights operating on the line, have pretty well reached the line's capacity. The railway and the Interstate 5 corridor are the practical places to put the light rail line. There is apparently strong support for trolley extensions, but the limited space available may make it a difficult undertaking.

Peter F. Connor writes that the Paso Del Norte Streetcar Preservation Society is planning to refurbish eight of the ten remaining **EL PASO** streetcars. They hope to start service along South El Paso Street sometime in the future. The cars have to be removed from the carbarn because the El Paso Fire Department is about to lease the building. The estimate is that it will cost $1.3 million to renovate the streetcars.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Videos

"The Majestic Mikado," by Berkshire Videography, Inc., P.O. Box 575, Brunswick, OH 44212. 40-minute videocassette (VHS or Beta), $59.95 postpaid (VISA and MasterCard accepted, Ohio res. add 5½% tax).

Berkshire Videography is a relatively new name on the railroad video scene, though producer Grant Geist has had considerable experience in the field. If this tape is any indication of their potential, these folks are sure winners.

The subject here is Southern's veteran pride and joy of "aftermarket steam," the beautifully restored apple-green and gold 2-8-2 4501, 75 years old in October 1986. After a brief history of her revenue service on the Southern, we get a couple of film clips of the 4501 as Kentucky & Tennessee No.12. Her purchase by Paul Merriman and first restoration are summarized, along with her record in excursion service.

The contemporary action begins with well-paced shots of the July 1985 trips through Indiana corn country from Huntingburg to Evansville and return. This is very typical of 4501's excursion role—the down-home visitor to lines off the beaten path, carrying the warm handshake of the railroad to its neighbors. The camera work is very good in numerous runbys and scenic shots, with smooth pans and judicious use of the zoom.

During a brief period out of service for a mid-season shop session, we see some cameo shots of other famous faces that have shared Norfolk Southern's excursion schedules with the 4501 such as N&W 611, NKP 765 and others.

Then it's back to business in August 1985 as the 4501 returns to Richmond, Virginia, to duplicate the route of her first-ever excursion of 1966, the *Dixie Limited* to Keysville and return. The sights and sounds are marvelous, including the traditional Dixie band welcoming and celebration at Keysville. Blessed with perfect skies from start to finish, we get a fine look at the 4501 in action.

The audio is clear, with whistle sounds so well reproduced that you almost jump to the side to avoid being hit! Narration is professionally handled, although the script is often a bit corny and overstated, reminiscent of the old railroad p.r. movies of the 1950s. The effect is more humorous than offensive.

Overshadowed in recent years by the N&W J and the upcoming 2-6-6-4, the 4501 is still the engine that "began it all" on the Southern and brought back steam at a time when it looked like we would have no more. This tape is a fitting tribute to the 4501 and her patrons (Paul Merriman, Graham Claytor and Bill Purdie, to name only a few). It's a job well done by Berkshire Videography—AL DI CENSO.

"The South African Steam Collection," by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103. Four 60-minute videocassettes (VHS or Beta), $55.00 each or all four for $200.00 (VISA or MasterCard accepted, Ohio res. add 6% tax).

With the present political situation intensifying, South Africa is becoming a very controversial topic these days. No one will argue, however, that South Africa was the last stronghold in the world for U.S.-inspired steam railroading in unbridled glory. The year 1984 was to South Africa what 1957 was to the U.S., and racial politics aside, diesels and electrics have rendered the full scope of steam in South Africa a thing of the past.

We didn't have color videotape to record the Pennsy, Central or Santa Fe in their last days of steam, but South Africa got in just under the wire. Greg Scholl spent a month there in June and July of 1984, and the images he brought home are enough to tear the heart out of any steam fan. He has packaged four hours of everything from doubleheaded 4-8-4s to 4-8-2s on mixeds and Garratts in the gold mines.

You say you don't like "foreign steam?" Hold your judgement until you've seen SAR.

Like the PRR to a UP fan or GN to a boy from Southern country, the SAR power looks a bit different at first. But it doesn't take long watching a 50 m.p.h. side-by-side pace to see that the narrow gauge 25NC's (3'6" gauge and 60" drivers) really *are* scaled-down NYC Niagaras! And the element that cinches it is the *sound*. You can look at even the most magnificent photos and nit-pick details (twin sealed-beam headlights, red paint on the pilot beams and driver centers, etc.), but when you get the full effect of sound and motion, a 25NC becomes just as natural as an N&W J to an IC fan.

Can you tell that I stayed up until 3:00 in the morning because I couldn't resist slapping in the next tape?

Scholl's tapes aren't flawless. We need to take up a collection and get him a really good tripod for some of those long shots, and it becomes almost fun to watch him start the zoom in the wrong direction before reversing and moving on to the view he wanted. Some of his pans are a little rough and a few of the long shots are wobbly, but the overall camera work and post-production are very good—and the subject matter is so real and compelling that you tend to look *through* the camera work at the trains. And some of his photography is absolutely masterful, particularly in the early morning and late evening with low sun. June and July are winter months in the Southern Hemisphere, and Scholl brings back lots of white smoke billowing into still, chilled morning air.

Scholl's tapes have no narration whatsoever, but a few maps and computer-generated titles are sufficient to carry the theme. The first of his tapes, "The Bethlehem Line," concentrates on 4-8-4s in both freight and passenger service on a rugged single-track line in scenery reminiscent of the American West. Tape 2, "Steam by the Ocean," takes you on the George-Knysna Branch along the Indian Ocean. This scenicly spectacular line is home for the little 2-8-4s and bridges that span the salt-water surf. Tape 3, "Double-track Main," focuses on the Kimberly-De Aar line, populated by hard-working and fast-moving 4-8-4s, including some superb pacing and action with David Wardale's *Red Devil* super 4-8-4 and the incredible sound of the last condenser-equipped 4-8-4 at work. (Note how the condenser engine sounds struggling out of the yard at the same location where you have already heard her conventional sisters at work, and listen to the "exhaust" throbbing through the pipes into the condenser—and then compare that to another departure with the smokebox exhaust fan screaming!) The fourth tape, "The Final Chapter," catches the huge GMAM Garratts at work in the last months before their demise and then throws in a variety of other subjects such as doubleheaded 2-8-4s, a look inside the Bloemfontein steam shop and more 4-8-4s. One of the most impressive sequences in the entire series is on this tape: a 4-8-4 stalling and struggling in dawn light before getting a boost from another 4-8-4 that comes up from behind with a local freight—and then cuts off on the fly right before the camera.

If you have to pick one tape to sample, I'd recommend "Double-track Main" for sheer action and the *Red Devil* and condenser sequences. "The Bethlehem Line" is tops for the combination of scenery and heavy action. After you've seen those two, you'll either give up as a hopeless diesel fan or get the other two to feed your newly-acquired "habit"—J.B.

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IRON HORSE

ROARING FORK RAILROAD On November 4, 1986, the citizens of Pitkin County and the city of Aspen, Colorado, voted overwhelmingly to support the concepts of both passenger train service from Denver's Stapleton Airport to Aspen and the valley commuter railbus system. The voter support on the city referendum was 65% for the train and 35% against. In the county the referendum passed with a margin of 69% for and 31% opposed.

Noel McGaughey, Roaring Fork Railroad vice president, reports that 16 stainless steel passenger cars, including six vista domes from the *California Zephyr*, have been purchased by Randy Parten and are now stored at the Rocky Mountain Arsenal near Denver.

The Roaring Fork presently owns 39 passenger cars, which represent 85% of their total needs. They have acquired two large blocks of cars: 16 from the Alaska R.R. and 16 from a private owner in Ohio. The cars purchased from the Alaska R.R. were built by Budd between 1946 and 1956. Rolling stock now includes nine domes, two observations, five diners, a sleeper and 22 coaches.

All acquired passenger cars should have been moved to the Rocky Mountain Arsenal storage site by the end of 1986. A decision on a facility site and staff should permit work to begin in January, and they are moving ahead with their ambitious plans to start service in November 1987—CHIP SHERMAN.

NEW YORK, SUSQUEHANNA & WESTERN Between 1968 and 1971 EMD produced 86 of its impressive F45 cowl-carbody 3600-h.p. freight units for three customers: Santa Fe (40), Great Northern (26) and Burlington Northern (20). Now that exclusive club has been joined by the little New York, Susquehanna & Western, which in late 1986 purchased BN 6640 and 6644. The Utah Railway and Chicago South Shore & South Bend have also rostered ex-BN F45s.

To develop a motive power fleet for its stack-pack container trains that would have dynamic brakes and be compatible for pooling with the Chessie, NYS&W picked up four ex-NP SD45s (BN 6475, 6480, 6486 and 6489) in early 1986 and numbered them 6360-6366, even numbers only, keeping in the NYS&W tradition of applying even numbers to m.u.-equipped diesels. The four got NYS&W numbers almost immediately, although none have yet shed their BN green and white colors. In November 1986, the NYS&W purchased four more SD45s (6509, 6514, 6521 and 6525, all built in 1971 for BN) and the two F45s. The units were all quickly placed in service, but as of January 1, 1987, only two had been renumbered: F45 6644 becoming NYS&W 6370 and the 6514 breaking tradition by becoming NYS&W 6361. The 6644 was the first of the '45s to be repainted into NYS&W colors. On December 16 she rolled out in fresh paint (and incomplete lettering) to take a regional meeting of the Short Line Association over the newly-opened northwestern New Jersey and ex-L&HR trackage in the NYS&W's dome-observation inspection car (see page 2). The unit had only a couple of weeks earlier been involved in a seven-unit derailment at Stockholm, N.J.

After a couple of derailments in November and December, the NYS&W has been getting the refurbished trackwork "de-bugged" and has begun running about four trains a week over new route from Campbell Hall, N.Y., via the old L&HR from Maybrook to Sparta Junction and the old NYS&W into Little Ferry, N.J. The new connection at Sparta Junction is fully in service, while a pair of "pull-back" units are used to switchback the trains between Campbell Hall and Maybrook, pending the construction sometime in 1987 of a direct Erie-L&HR connection. The typical trains are "haulage trains" of conventional equipment, container trains of pig flats and stack-packers with articulated Gunderson double-stack equipment; most trains are well over 100 cars long. They make an impressive sight, but they will require careful handling until the old NYS&W light rail can be replaced in the spring with heavy welded rail.

RIO GRANDE SKI TRAIN The D&RGW will be operating its popular ski train again this year between Denver and Winter Park. Beginning January 10, the train will run on Saturdays and Sundays through March 29. The normal consist will be the eight ex-NP coaches, with one or more of the Anschutz private cars generally added to the Sunday trains—the "Mayor's Special" is set for March 21. The train departs Denver at 7:30 a.m., arrives at Winter Park at 9:45, leaves at 4:00 p.m. and returns to Denver at 6:15. The fare is $18, and tickets may be purchased in Denver through the "Select-A-Seat" service—CHIP SHERMAN.

A NEW LOOK In bright red with gold lettering, General Electric's B39-8 demonstrator 808 began testing on the N&W in December. The 808 displays a new squared-off cab roof—just when we were beginning to appreciate the lovingly lumpity Dash-8 "look." Are the "old" Dash-8s an endangered species?

NEW YORK CENTRAL The dedication of a historical marker in Blissfield, Michigan, commemorating the 150th anniversary of the Erie & Kalamazoo Rail Road, was the occasion that prompted the Southern Michigan Railroad Society to repaint their ex-GB&W RS2 303 into New York Central black as NYC 8203. Time prevented them from doing the more popular lightning stripe livery, which will be applied to their other RS2, ex-GB&W 301. The 35-mile Erie & Kalamazoo, completed in 1836, was the first railroad west of the Alleghenies and connected Lake Erie at Toledo with Adrian, on the Kalamazoo River, which was navigable to Lake Michigan. The E&K became part of the NYC and ultimately Conrail before being acquired by the state and operated by the Lenawee County Railroad.

ALASKA RAILROAD A fleet of Alaska Railroad F-units has returned to the Lower 48. Intermountain Diesel (a group including Dale Sanders and Mark Hemphill of the *CTC Board*) has leased six units to the Feather River Railroad Society's Portola Railroad Museum. The units are F7As 1506 and 1508, F7Bs 1507 and 1517, and FP7As 1510 and 1512. Some will likely be repainted into Western Pacific colors for the 40th Anniversary of the *California Zephyr* in March 1989.

Another Alaska F7, 1502, has been sold to John Edwards of Yakima, Washington, who has placed it with four passenger cars opposite the old NP depot and plans to create a "shopping center on wheels" with them.

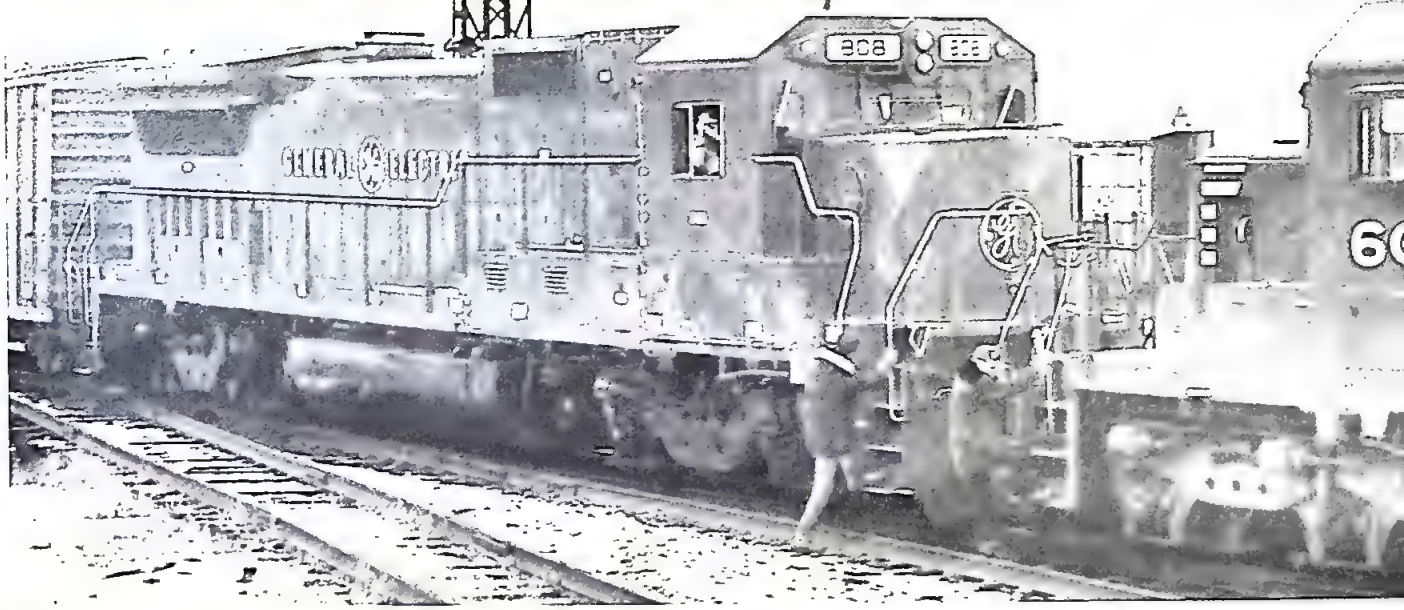
HARRISBURG'S GG1 4859 The formal dedication of PRR GG1 4859 took place on November 15, 1986, on Track 5 of the former Pennsy station in Harrisburg, Pa. The first locomotive to haul an electric train into the city when PRR electrified its main line from Philadelphia in 1938, the 4859 was restored cosmetically in a program spearhead by the Harrisburg Chapter NRHS. Among speakers and participants were NRHS National President Nelson Bowers; Robert A. Gleason Jr., Secretary of the Commonwealth of Pennsylvania (also a longtime GG1 fan); Dan Cupper, project committee chairman; 80-year-old Gladys B. Johnson, whose uncle, W.D. Buck, ran the 4859 on its inaugural Harrisburg trip; and Ed Wade, the Conrail engineman who ran the 4859 on its last trip.

About 8,000 visitors passed through the station for the ceremony and subsequent open house, which extended through November 16. An equipment display featured twelve pieces from five railroads: Amtrak AEM7 925, Amfleet II coach 25105, *Silver Chest* display car and 10/6 sleeper *Pacific View*; Conrail C39-8 6007, track geometry car 21 and rail analyzer car 22; Guilford (B&M) GP40 359; CSX GP40-2 6344; and Blue Mountain & Reading's PRR E8s 5898 and 5706 plus private obs 300. A re-enactment of the 30-year-plus Harrisburg practice of changing off GG1s to E-units took place as the Tuscan diesels were posed next to 4859.

Restoration was performed by the Strasburg Rail Road, which in 1982 restored PRR's prototype GG1 4800. It then began work on the state-museum-owned 4935 as soon as 4859 was out the door. The 4859 was moved from Strasburg to Harrisburg on November 12, running first behind Strasburg GE switcher 33, and then, under the personal supervision of Amtrak Transportation Manager Thomas R. Chawluk Sr., in a pumpkin-Geep-powered work train.

The livery selected for 4859 was Brunswick green and short-lived Futura lettering—its appearance during the historic January 15, 1938, inaugural electric trip at the head of PRR Train 25, the *Metropolitan*. No other GG1 has been restored to this scheme, which is the original Raymond Loewy design. The unit is also historic in that it, along with 4887, hauled Conrail's last GG1-powered freight on November 21, 1979.

Costing more than $50,000 for acquisition, restoration, transportation and interpretation, the project was carried out with a mix of public and private funds. Contributing $10,000 each for restoration were Harrisburg Redevelopment Authority and the Pennsylvania Historical and Museum Commission, which became its owner in the transaction. (The 4859 qualified for public funding after the chapter



KEN KRAEMER

A NEW LOOK in cabs has appeared on GE B39-8 demonstrator 808, here at D&H's SK Yard in Buffalo, N.Y., on November 22, 1986.

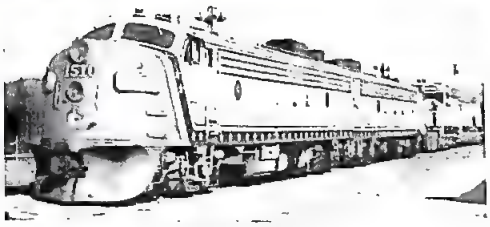
DOUG LEFFLER

NEW YORK CENTRAL "cigar band" black was applied to Southern Michigan Railroad Society's ex-GB&W RS2 303, shown (left) at Blissfield, Mich., on November 2 for the dedicaiton of the Erie & Kalamazoo historical marker.

HARRISBURG'S GG1 4859 has a new permanent home under wire on Track 5 of the renovated Amtrak depot, shown (below) during her dedication ceremonies on November 15, 1986.

KENNETH G. JOHNSEN

TOM SAVIO



ALASKA RAILROAD F-units are now in Yakima, Wash. (1502), and the Portola Railroad Museum (1510).

ALEX MAYES

succeeded in having it listed as an object on the Nation Register of Historic Places.) HRA oversaw a $14 million renovation of Harrisburg's Amtrak-owned 1887 PRR station and Fink truss trainsheds, both also listed on the National Register. The Authority now manages the facility, formally renamed Harrisburg Transportation Center. Arrangements for display, reached through an involved series of real estate negotiations, are: PHMC loans the 4859 to HRA, which insures it and nominally leases space on an otherwise unused track from Amtrak. With fund-raising and restoration completed, Harrisburg Chapter's responsibility is to maintain the G's appearance. That will be aided by the fact that it is spotted well under the trainshed roof, which, although not optimal for photography, does a great job of shielding the Imron finish from both precipitation and the bleaching effect of the sun.

The chapter is especially proud that is has the only GG1 in a working station (and the one to which it relates historically), and the only one under wires. Because Track 5 has been unused, the catenary over it had been de-energized and grounded years ago. As a safety precau-

tion, the engine's pantographs have also been grounded. Amtrak, happily, was enthusiastic about raising the pantograph against the wire so that it looks as the Pennsy and Loewy would have wanted it to look.

ELECTRO-MOTIVE One hundred new blue and white SD60s (9000-9099) wearing EMD lettering have been placed in service on the Burlington Northern in an arrangement referred to as "power pooling." The units are owned by Oakway, Inc., and will be maintained by EMD at a new shop facility on the Colorado & Wyoming near Trinidad, Colorado. The BN is leasing the fleet and paying for it on a "megawatt-hour" basis for power actually used at the rail. The computer that is an integral part of the SD60 control system is capable of keeping a running tabulation of the actual power used, and it will be read much like your home electric meter, permitting BN to be billed on a per-unit basis. The BN is obligated to do only minor running maintenance on the units. A similar arrangement is reportedly in the works for a fleet of GE units, as well. This practice of contracting out maintenance on in-service units began with BN having GE do overhauls on its B30-7A cabless boosters, rather than doing the work in its own shops. The BN is making no particular secret of the fact that it wants to reduce the size and expense of its own shop forces. The 9000s have been assigned to the Powder River Basin coal trains (see page 2).

VIA'S NEW F40PH-2S In December 1986 VIA Rail Canada began taking delivery of its first 20 F40PH-2 passenger units (6400-6419) from the General Motors Diesel Division in London, Ontario. After initial test runs (see page 2), the units will be assigned to Montreal (6400-6407) and Toronto (6408-6419) for maintenance. The Montreal units will be used on the *Ocean* and *Atlantic* between Montreal and the Maritimes, while the Toronto units will go on the *Canadian* to Vancouver. The F40s are equipped for Head End Power, but except for the LRC equipment, VIA is still operating steam-heated trains. Thus, they must run with either an auxiliary boiler car or a boiler-equipped diesel next to the train, and since they have no steam lines, the F40s will be up front—TOM HIGGINS.

GREEN BAY & WESTERN Some substantial changes have been made in the operations of the Green Bay & Western. As of December 7, 1986, freights 1 and 2 between Green Bay and East Winona were abolished. The new operation west of Green Bay will consist of three jobs, designated A, B and C. Job A will be called at Green Bay at 7:00 p.m, Monday through Friday, to work as far as Manawa and return to Green Bay. Job B will be called at Wisconsin Rapids at 7:00 p.m. to run to Manawa to connect with Job A and return. Job C will depart Wisconsin Rapids on Sunday, Tuesday and Thursday to run to East Winona. The call time Sunday will be 7:00 p.m. and Tuesday and Thursday at 8:00 a.m. Return from East Winona will be 7:00 a.m. on Monday, Wednesday and Friday. These changes will not affect the boat trains out of Green Bay or the Wisconsin Rapids-Plover wayfreight—ANDREW NELSON.

QUABOAG'S NEW SCHEDULE As predicted in the feature article in our January issue, Quaboag Transfer has changed its operating schedule and motive power. Ex-Conrail GP38s 7806 and 7822 are still in blue and will be repainted as time permits. For now, the RS11s are being kept at St.Albans and leased to the CV on a day-by-day basis as needed. The *Quasar* piggyback trains are now operating on a daily except Saturday schedule with one GP38 per train. Departure from St. Albans is 11:00 p.m., with arrival at Palmer at 9:00 a.m. They depart Palmer at 1:00 p.m. and return to St. Albans at 11:00 p.m. Sometime in January Quaboag expects to begin a new train between New London, Conn., and Palmer, which should get the RS11s. Stay tuned for further developments.

NICKEL PLATE 765 Before pulling the third annual USF&G Insurance employee special and two weekends of "New River Train" excursions on the C&O in October, Ft. Wayne's NKP 2-8-4 765 was used at Thurmond, W.Va., in the filming of "Matewan," a Red Dog Films production directed by John Sayles and starring James Earl Jones. The movie is about the mine wars of the 1920s, and since the real community of Matewan (on the N&W main east of Williamson) has changed too much, Thurmond became the movie site, with new signs on the depot and many of the famous storefronts facing the C&O main. The 765 was essentially unaltered, with only her tender lettering blackened over—JOHN JOSEPH.

THE ALPHA AND OMEGA In an ironic coincidence of timing, the first and last of the C&O 2-8-4 Kanawhas, 2700 and 2789, were both taken from their respective display sites in late 1986 and moved out for restoration for excursion service. The 2700, initially retired to Coonskin Park in Charleston, W.Va., and subsequently moved to St. Albans, W.Va., has been leased from the city by the Silver Throttle Engine Association & Museum (STEAM) of Canton, Ohio. She was removed from her display site on October 27, 1986, and prepared for shipment to Canton, where her restoration is expected to take about three years. On November 11, the 2789 was removed from West City Park in Peru, Indiana, to the CSX engine terminal where she will be worked on by the non-profit Miami County Steam Locomotive Association under the supervision of CMO Dennis Gregg of Logansport, Ind. The group is formally appealing to CSX to preserve Peru's turntable, car shop, water plug and coaling tower.

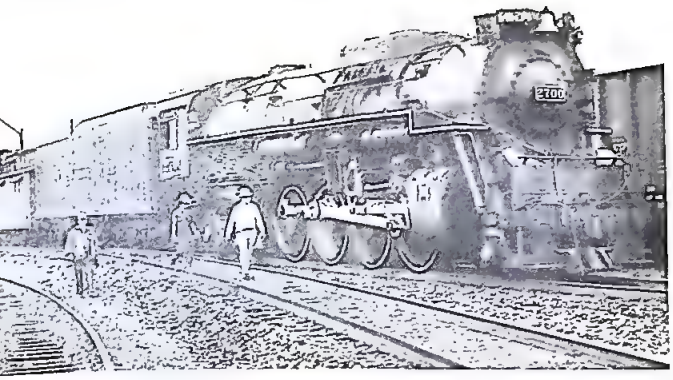
GTW 4-8-4 6325 On October 5, 1986, a non-profit group began moving Grand Trunk Western 4-8-4 6325 from her display site near the Battle Creek, Mich., depot to a siding 1½ miles away where she can be worked on. They are raising funds to restore the engine to service. For membership information, contact: 6325 Turntable, Inc., P.O. Box 82, Battle Creek, MI 49016.

T&P 2-10-4 610 Here's some good news from Texas. T&P 2-10-4 610, used on the *American Freedom Train* and Southern Railway excursion service in the 1970s, has just been moved from storage in Ft. Worth to a new home on the Texas State Railroad. She will be kept at Palestine, and although there are no immediate plans, future operation is possible.

STEAMTOWN USA After a year of financial strain caused in part by a lack of groundwork by the previous management, Steamtown USA in Scranton, Pa., is coming around the new year in a burst of optimism. With ex-CPR G3 2317 in service for the full year (in a pseudo-DL&W livery) helping to quash the "Dieseltown USA" image developed in the essentially steamless 1985 season, Steamtown made some honest progress in reestablishing its credibility as a tourist attraction. Then in a surprise political power play in the end-of-Congress omnibus appropriations bill, Representative Joseph McDade succeeded in getting the Steamtown museum under the umbrella of the National Park Service as a National Historic Site. A month later Steamtown announced that it had completed negotiations with Conrail for the purchase of an additional 19 miles of the former-DL&W main line from the present end of Steamtown operations at Moscow, Pa., to the crest of the Pocono Mountains at Pocono Summit. A special train on a snowy November 21 made the first formal run from Scranton to Mount Pocono with the 2317 and four cars of local officials and guests.

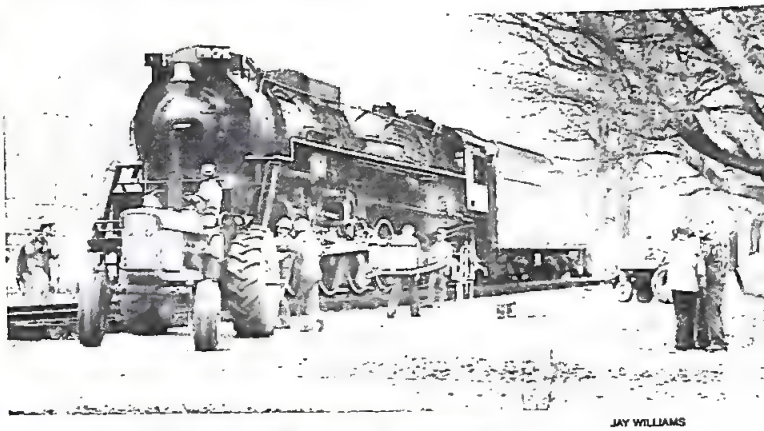
Plans for 1987 call for the renovation of the Pocono Summit station, complete with new Bush trainsheds, as a focal point of operations. They plan to have two steam engines available by opening day in May (the 2317 and one of the ex-CPR G5 4-6-2s), which will be based in Scranton, and a pair of F-units in DL&W passenger livery to originate each day out of Pocono Summit. Scranton and Pocono Summit trains will meet at Moscow, and passengers will have the option of round trips to Moscow from either end or full Scranton-Pocono Summit round trips in either direction. Fares are expected to range from $8.50 to $19.95. Maryland Midland's ex-Milwaukee FP7 97C has reportedly already been purchased, and Steamtown is actively seeking a mate for it. The diesel service will be advertised as such and operated in conjunction with the steam train, thus avoiding the stigma of having the diesel *in place of* a steam engine. The 32-mile run to Pocono Summit is very scenic, with a couple of big lakes lineside and historic DL&W depots and two towers intact along the route. The track is in surprisingly good shape and should be good initially for 30 m.p.h.

Considerable opposition has been voiced from respected historians that Steamtown is not worthy of the Historic Site and Park Service status. They point out that the locomotive collection bears no relationship to the museum site, in contrast, say, to the East Broad Top



ABOVE AND BELOW JOHN JOSEPH

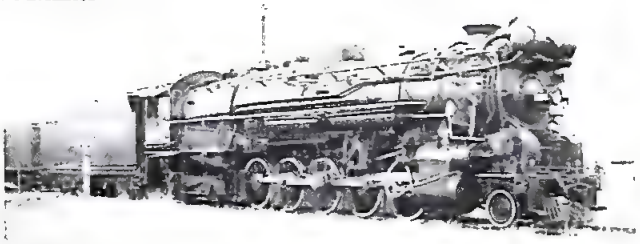
THE ALPHA AND OMEGA of C&O 2-8-4s are being pulled out for restoration. The 2700 (left) came out of St. Albans, W.Va., on October 27, 1986. The 2789 (below) was pulled from the park in Peru, Ind., on November 16. Visitor NKP 765 (below left) was filming "Matewan" on C&O's Loup Creek branch out of Thurmond, W.Va., on September 30, 1986.



JAY WILLIAMS

STEVEN BLEDSOE

6325 TURNTABLE, INC.



T&P 2-10-4 610 moved from storage in Ft. Worth on December 4, bound for a new home on the Texas State Railroad at Palestine, Texas.

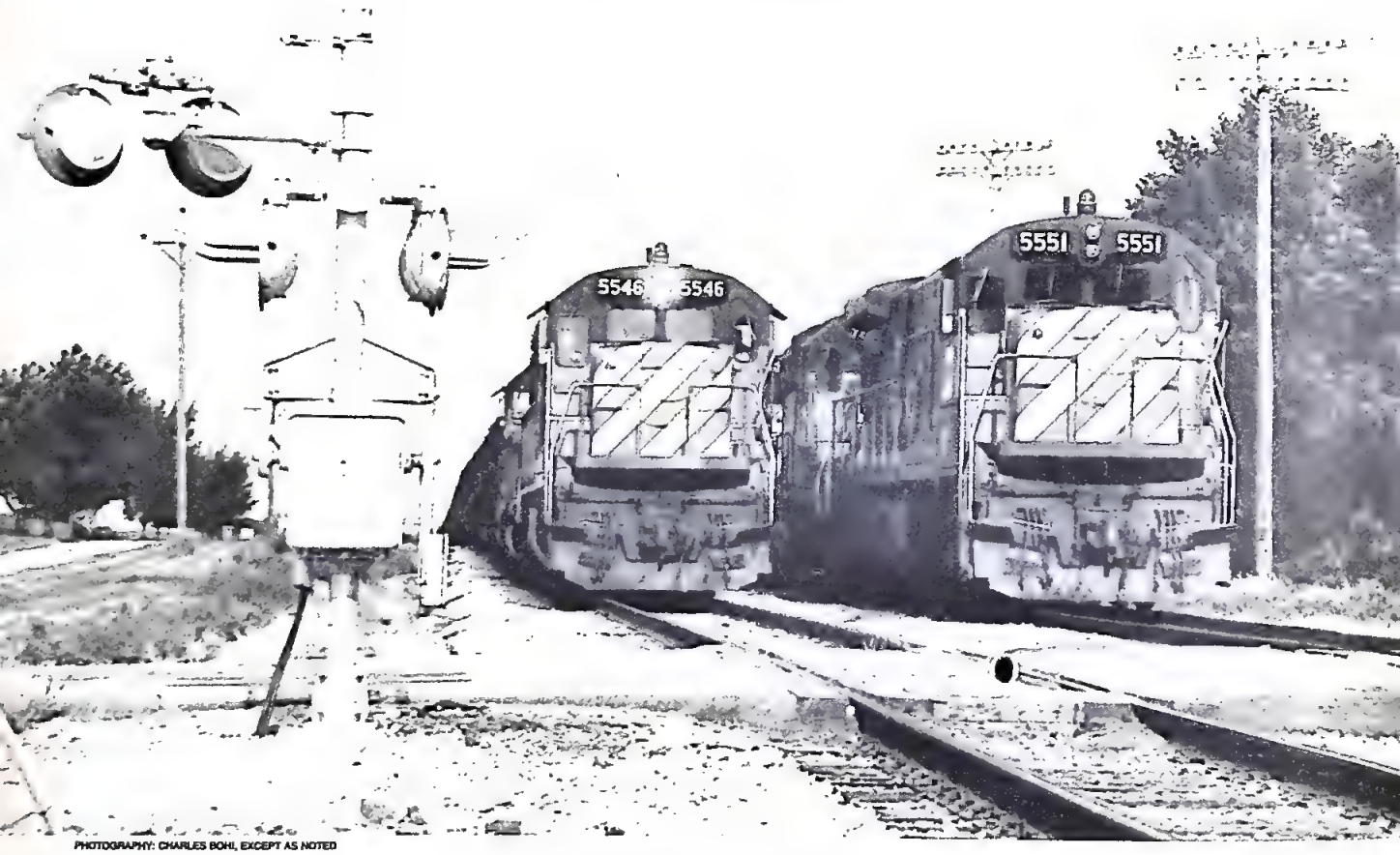
GTW 4-8-4 6325 was moved from her display site near the Battle Creek, Mich., depot on October 5 to a siding for restoration work.

STEAMTOWN USA made its first run to Pocono Summit on November 21. Ex-CPR 4-6-2 2317 here (below) passes Gouldsboro, Pa.

JIM BOYD

at Orbisonia or the B&O Museum at Mount Clare. The point is, however, that Steamtown was not selected to receive money that was otherwise available to any other museum. Steamtown's management and political supporters, notably Congressman McDade, *created* the money through legislation and a lot of hard work. While the U.S. Steamtown collection may not be the most representative of U.S. steam history, it is a sizeable and superb collection of the glory era of steam railroading (a narrow gauge Shay to a GTW 4-8-2 and a UP Big Boy) that has something no other museum has yet even attempted to encompass: a 32-mile high speed mountain country main line run. And that is the difference between visiting Lincoln's tomb and the chance to talk to Abe Lincoln himself. Steamtown is, indeed, a worthy effort.

There's heavy coal train action with big power on Burlington Northern's prairie main line between Alliance and Lincoln, Nebraska.



PHOTOGRAPHY: CHARLES BOHL, EXCEPT AS NOTED

THEY COME IN BUNCHES. On July 2, 1985, eastbound C30-7s 5546 and 5551 gathered at Waco, Neb., (just east of York) for a meet that went bust. The 5546 just got the clear, and the 5541 will follow him out. The 5541 (opposite right) is westbound with empties at Milepost 329 between Ashby and Ellsworth in the open country near Alliance.

From 1827 when the nine-mile Mauch Chunk Railroad was built from mines in northeastern Pennsylvania to the Lehigh River, coal has taken to railroads like the proverbial duck to water. Whether Pennsylvania anthracite or West Virginia bituminous, moving "black diamonds" to market has often transformed the railways serving the mines. Today, this story is being repeated in the Powder River Basin coalfields of Wyoming.

The energy crisis and environmental movements of the 1970s combined to make the long-undeveloped low-sulphur coal of the Powder River Basin a valuable commodity. With the region served by two ex-CB&Q secondary main lines, the Burlington Northern was an ideal position to move unit trains from the mines to power plants in the Midwest and Southwest.

But even the BN must have been surprised by how fast its coal traffic grew. From 19 million tons in 1970, by 1984 the company was hauling nearly 146 million tons of coal to 42 electric utilities in 21 different states—and 95% of it was from the Powder River Basin. Much of this traffic, some 50,000,000 tons in 1984, is concentrated on the line from Alliance to Lincoln, Nebraska.

Built by predecessors of the Chicago, Burlington & Quincy between 1870 and 1890, this was an important line well before the coal boom. Splitting off the CB&Q main at Lincoln, the line arced northwestward across Nebraska, passing through Alliance, nipping the corners of South Dakota and Wyoming and terminating in Billings, Montana. Connecting with the Northern Pacific and Great Northern, the CB&Q line formed a busy link in the route between the Pacific Northwest and Kansas City, Omaha and St. Louis.

The Alliance line passed through the heart of Wyoming's Powder River Basin coalfield between Gillette and Sheridan and provided the obvious route to Midwestern markets for the coal (after it was opened in November 1979, coal bound for the Southwest was directed down the new Orin Cutoff toward Denver). The Alliance line was so well maintained that into the 1960s it could forward passenger trains at 70 m.p.h. and freights at 55. However, even this well-kept railroad needed to be drastically upgraded before it could move the mountain of coal suddenly thrust upon it.

Since 1970, state-of-the-art signal systems, heavier rail and 19 segments of double track totaling nearly 150 miles have been installed on the 365 miles between Lincoln and Alliance. More improvements are on the way.

Operationally, the Alliance line is part of two different divisions. The 127 miles from Lincoln to Ravenna is the Seventh Subdivision of the Nebraska Division, headquartered at Lincoln. West of Ravenna, a crew-change point where the BN switches from Central to Mountain Time, trains run on the 238-mile

by Charles Bohi

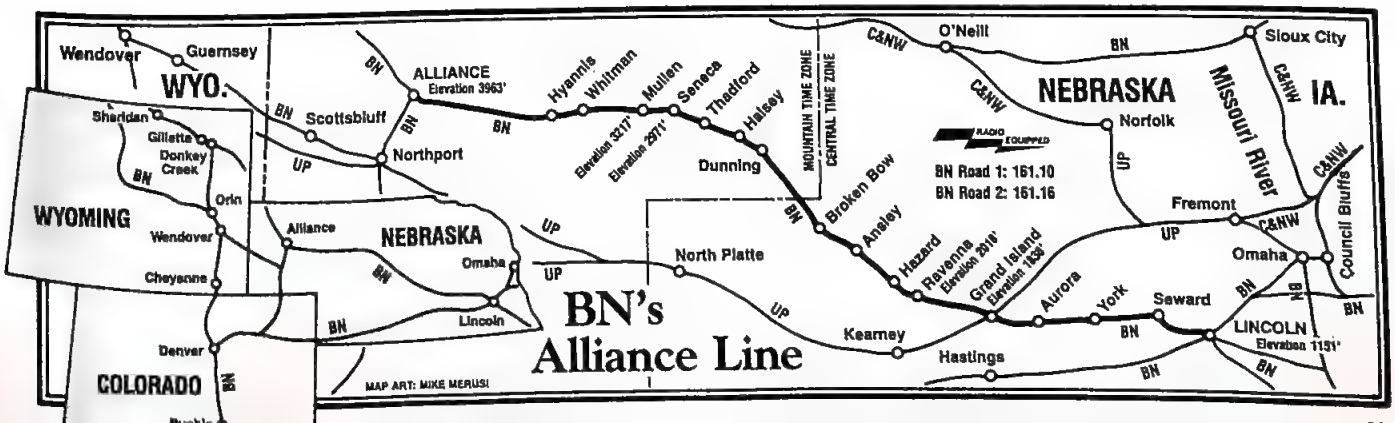
The Alliance Line

First Subdivision on the Alliance Division. To say that this is a busy railroad would be a drastic understatement. In 2½ days in July 1985, my wife and I encountered 41 different trains, despite a double track project that closed a significant part of the line for much of one day. Of the 41, 34 were coal trains.

Though we expected that the 14,000-ton trains would move behind six-motor power, we were surprised by the dominance of GE units in the lead on the coal trains. Of the 34 coal runs we saw, 15 drew C30-7s, while eight had U30Cs. Even more surprising was that of the eleven coal trains headed by SD40-2s, six were foreign engines from the Santa Fe, Kansas City Southern, Missouri-Kansas-Texas or Chicago & North Western. BN SD40-2s were, however, common on the point of the four non-coal trains operated every day in each direction and on MofW moves. While C-C power is so dominant that at least two of the yard switchers at Alliance are SD9s, GE cabless B30-7As were found on many non-coal jobs. Two ex-CB&Q GP40s (3016 and 3034) also showed up on "conventional" trains.

Railfanning the Alliance line

Despite the large volume of traffic, railfanning between Alliance and Lin-



C30-7 5067 is eastbound in the Sandhills range country near Milepost 328, while the 5039 is eastbound through the civilized farmland at Seward. U30C 5814 is westbound at the west end of the yard at Ravenna, with SD40-2 7824 poised at the signal. No "class engine," the 7000, at the old CB&Q Seneca depot, is in the midst of 787 BN SD40-2s.

coln can be a challenge because trains tend to operate in "bunches" with significant periods of inactivity between the parades. A serious impediment to railfanning, additionally, is trackwork. Because of extensive maintenance and upgrading programs, it is quite common for sections of track to be closed for long periods of time during the day through the construction season. Since winter weather in this part of Nebraska can be downright dangerous, early spring is the best time to catch plenty of trains while avoiding delays caused by the track gangs. In the summer, weekends and holidays are when MofW work is least likely to dry up the supply of trains.

While not an absolute necessity, a scanner does help one keep track of the pattern of operation and the location of MofW forces on a particular day. (The busy Road Channel One is 161.10 MHz, while Road Channel No. 2 is 161.16.) Not only do dispatchers and operators call the trains, but you can also detect nearby trains by the radio reports the crews make when they pass hotbox detectors or reach the end of double track.

We also found it very helpful to have a variety of lenses at your disposal. Telephotos make it possible to take advantage of high terrain to get greater vistas in train shots.

Although the empty hopper trains are allowed 50 m.p.h., because of the generally uphill westward climb and the effect of wind on empty hoppers, we did not find it difficult to stay with a group of four westbounds, even though we frequently chose to leave them to chase eastbounds we encountered back to intersting photo locations. Similarly, the 45 m.p.h. speed restriction on loaded eastbound coal trains made it relatively easy to pace them on the excellent parallel roads.

Because we were most interested in road action shots, we did not attempt to visit the BN's extensive shops and yard at Lincoln. At busy locations like Lincoln and Alliance, the BN is understandably reluctant to allow visitors into major facilities. At both locations, however, overhead bridges and other public vantage points do allow at least some opportunity to observe what is going on.

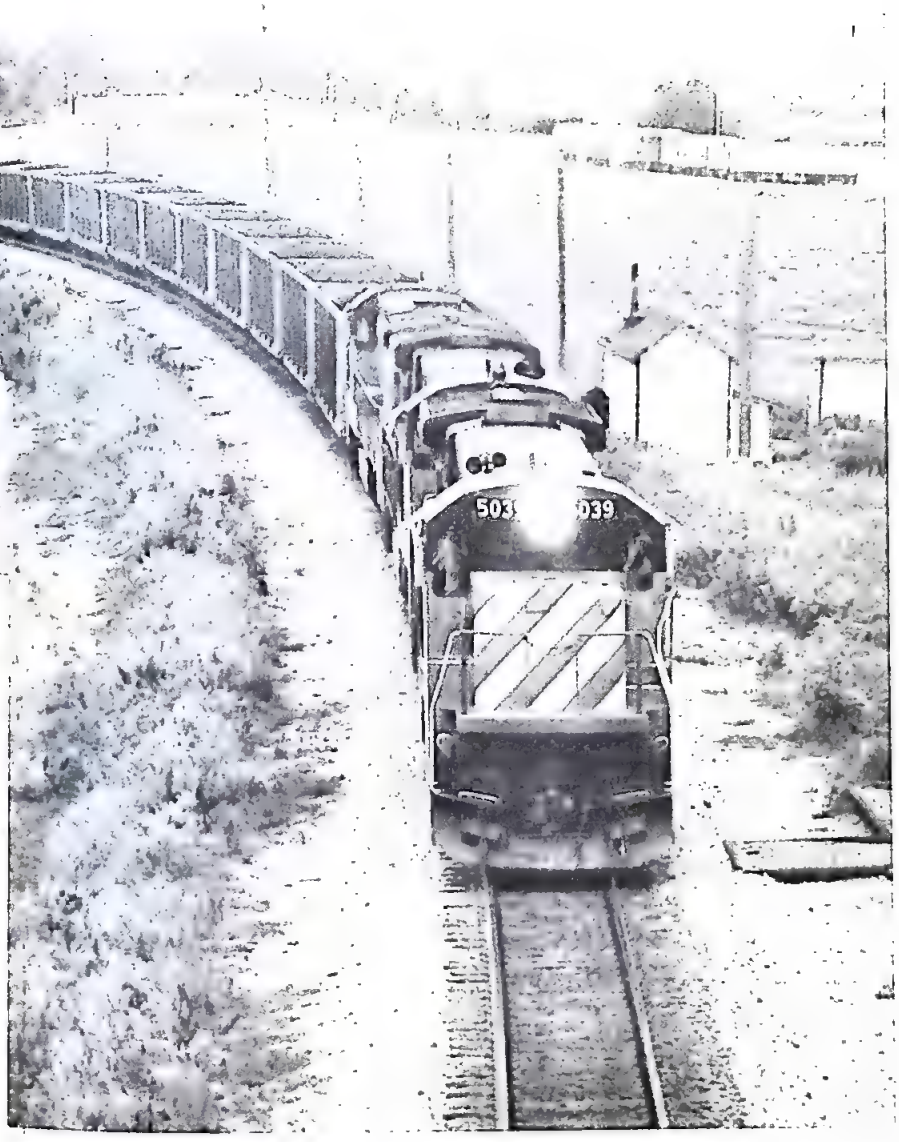
Lincoln is Milepost 0, and from Seward (MP 27.8) to just west of Aurora (MP 78.5), U.S. 34 closely follows the Alliance line. While driving into medium-sized cities like York and Aurora can be difficult if time is short, the smaller rural towns offer plenty of chances to photograph trains in a "granger country" setting. The three segments of double track along this section almost guarantee an opportunity

to see a meet. Overhead bridges at Seward and Aurora are also excellent photo locations.

At Grand Island (MP 96.3) the Alliance line crosses the main line of the Union Pacific at what must be one of the busiest diamonds west of the Mississippi River. Since the UP is the host road, BN trains must request clearance to cross. Eastbound trains typically call as they are "passing the ball park," about three minutes from the crossing, and westbound jobs call in when "approaching Montfort." Unfortunately, the crossing itself is not particularly photogenic, with the tower having been torn down in the 1970s. There is still a classic red brick CB&Q depot at Grand Island, however.

From Grand Island to Ravenna (MP 127.7), Nebraska Highway 2 closely follows the Alliance line most of the way. While the scenery is fairly routine, two overhead bridges at Ravenna more than make up for any previous lack of photo chances. The bridges are so close together, however, that one is best for westbound trains and the other for eastbounds.

From Ravenna, the line stays close to the north side of Nebraska 2 for more than 80 miles. The best of the numerous photo locations we found was an overhead bridge just south of Ansley (MP 160), which offers good lighting in either direction during the day. Beyond



GRAND ISLAND is where the Alliance line crosses the UP main. Eastbound SD45 6550 and westbound UP U50 36 were at the diamonds in 1973. C30-7 5020 and two KCS SD40-2s were eastbound at the depot in 1985.

Broken Bow (MP 176), the increasing grasslands and a sharp decline in the number of trees signal the beginning of the cattle and range country of the Nebraska Sandhills. Here the cattle ranch is the predominant symbol of agricultural settlement, and the few towns along the railway are much smaller than those further east.

East of Dunning (MP 214.4), the highway and railroad separate for a short distance. At the south edge of town the line crosses over Nebraska 2 and the Dismal River on a concrete bridge. While it is a difficult location to photograph westbounds, an eastbound morning train could make a nice shot. From Dunning the railway and road follow the Middle Loup River, part of the Loup River system that drains much of the Sandhill country. West of Dunning to near Seneca (MP 257.6) the railroad is on the south side of the highway and is out of sight for a brief period.

About halfway between Thedford (MP 242.6) and Seneca, Nebraska 2 crosses the railroad on an overhead bridge that has excellent views in either direction. West of the bridge, the railroad is out of sight until it climbs out of the Middle Loup valley just east of Mullen (MP 267.3).

Though a short side trip is involved, because of its railroad heritage, going into Seneca is worth the effort. About 130 miles west of Ravenna, Seneca was a division point until 1973 when crews began running through to Alliance. Today a closed depot and a yard used mainly for storage are all that remain to recall Seneca's one-time importance. Both the yard and the depot make nice backgrounds for action train phots.

From Mullen, the railway stays on the north side of Nebraska 2 in the valley that both share all the way to Alliance. In that 89-mile stretch, interesting terrain creates many good photo locations with numerous curves. We found the photo locations at Mileposts 271, 276, 303, 314, 320 and 329 especially satisfying.

As pleasant as this line is to railfan, there are some things that need to be kept in mind. Nebraska has an extreme climate. Winter storms can last well into spring, and the summer heat made us very happy that we had brought along plenty of water. Don't let your gas get too low, either, for gas stations can be few and far between, especially late in the day. We observed motels at Ansley, Broken Bow, Thedford, Mullen and Hyannis. Also, keep in mind that this is prime rattlesnake country.

Alliance, Nebraska, (MP 365.6) was an important CB&Q division point long

SANTA FE POWER is heading up a train of westbound empties past the former division point yard at Seneca.

before the coal boom. In addition to the line from Lincoln to Billings, it also had a line south to Sterling, Brush and Denver, Colorado. In 1930 Alliance residents could ride two daily passenger trains each day to and from Lincoln, Billings and Denver, plus a train to and from Casper, Wyoming. Passenger service lasted until 1969 when Omaha-Billings trains 41/42 were removed. Alliance was also a large livestock feed and rest station, with A-B-A "gray-back" F-unit sets handling dedicated stock trains into the mid-1970s.

In the 1970s, the coal boom transformed Alliance into what one BN official called "The Times Square of Coal

FOREIGN POWER adds variety to the Alliance line coal trains. A C&NW SD40-2 leads BN power (C30-7 5000 *is* a class engine) westward at Hazard beside grading for a new second main. Katy SD40-2 612 was westbound into the yard at Ravenna on June 29, 1985. That headlight in the background is a pair of KCS SD40-2s pulling up to change crews.

tals of powdered snow danced in the sunlight. It was for this that I'd come.

Here was the "nowhere" of my personal, frivolous "rail cruise to nowhere," a 2,096-mile jaunt on Amtrak and VIA, undertaken during the last days of January 1986 with multiple intent, all whimsical. The overriding plan was to see how far from New York City—both in miles and in spirit—I could get in a long weekend, while adding some new mileage to my rider's log; secondary goals were to hear the hiss of railway steam in winter again and to watch the sway of brown Pullman berth curtains.

This trip, a crimped circle to Montreal and Cochrane that would touch four states and two Canadian provinces, had begun 36 hours earlier at Metro-North Commuter Railroad's station at Dobbs Ferry, New York, on the banks of the Hudson River. After a 40-minute run south to Grand Central Terminal aboard an M1A Metropolitan m.u. and two brief subway rides (on the Times Square Shuttle and the Seventh Avenue IRT, keeping the rail circle unbroken) I arrived at Penn Station.

Bad news came soon. "The *Montrealer*, scheduled to depart at 10:20," went the heart-sinking announcement, "has been delayed due to mechanical problems en route to this station." The words are discouragingly predictable, once the speech has begun. So I sat in the drab waiting room—which grew both colder and progressively more menacing—while the digital clock flopped off minutes until they added up to more than an hour's lateness.

In honor of the once-great station's 50th birthday, poster-sized photos of its original grandeur lined the west wall of the waiting room in ironic contrast, reminding me that I should have come earlier. Or later, for that matter, for Penn Station was marking not just an anniversary but the beginning of Amtrak's significant refurbishing program, sure to make this extraordinarily busy station a more pleasant place.

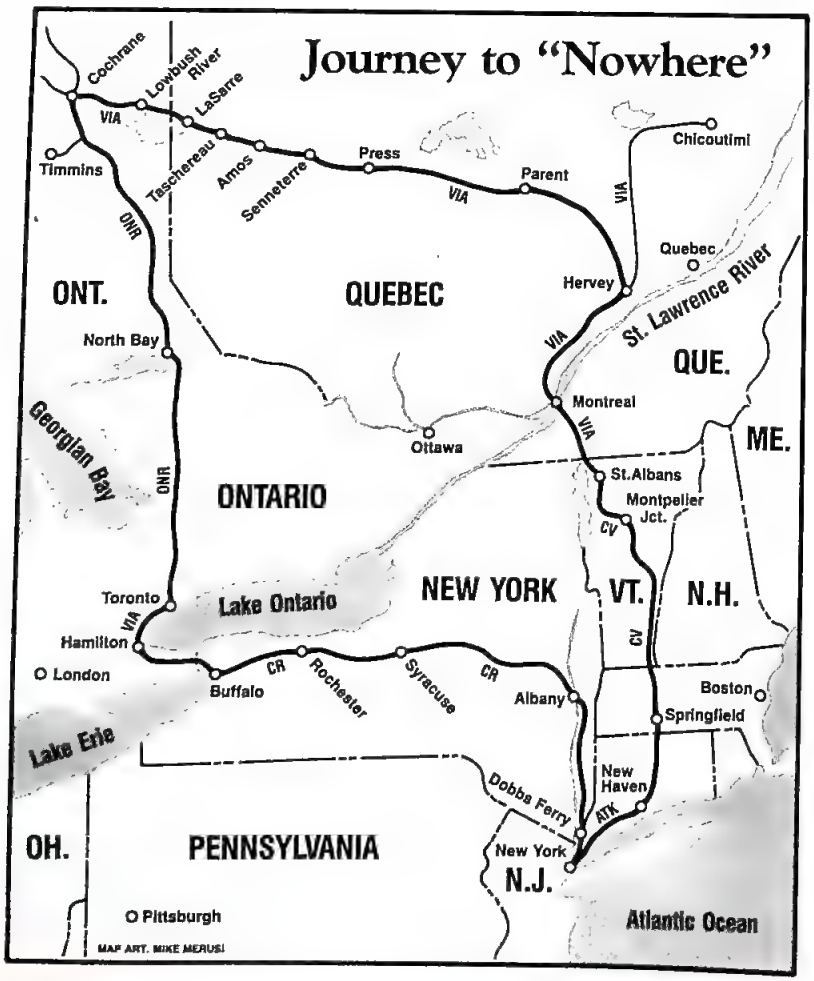
But this delay, however chilling to both bone and spirit, made the warm brightness of single room 8 in Heritage Fleet Slumbercoach 2050 all the more welcome when I finally settled into it. This car, built by Budd in 1949 as 22-roomette sleeper *Monroe Harbor* for New York Central, was converted in 1961 to its present configuration of 16 single and ten double economy rooms. As New York Central 10814, it was one of ten such "Sleepercoaches" rebuilt from *Harbor*-series cars to operate on the New York-Chicago *20th Century Limited*, New York-Cleveland *Cleveland Limited* and New York-Detroit *Wolverine*.

A nighttime departure from New York City over the elevated line sweeping up to Hell Gate Bridge is a remarkable festival of lights. In the foreground were the squat, modest brick rowhouses of lower-middle-class Queens; beyond was the glittering panorama of Manhattan's skyline thrusting up as backdrop—the recently floodlit RCA Building, solar-slanted Citicorp, the classic Chrysler Building, the Empire State. By the time we clattered over Hell Gate it was nearly midnight, and I was ready to pull down my narrow, slightly spartan berth.

After a somewhat restless sleep—not unusual for the first night out—I awoke to a beautiful snowscape near Montpelier Junction. A wet dusting clung to every tree branch; the dark gray sky, clearing to blue, was tinged with the pink of sunrise. Homey, white-clapboard Vermont villages were still quiet in the early morning, but plows were out, already shoving aside a small additional overnight accumulation.

My breakfast in the Amdinette—"old fashioned railroad French toast"—was mediocre, far below Amtrak's current standard in full diners. Speeding through the Vermont countryside, I couldn't help wishing for real maple syrup. (Just weeks after my trip, Amtrak introduced "Le Pub," a not entirely new name or concept, on the *Montrealer*. These handsomely refurbished Heritage Fleet cars—there are three, the two needed to protect the service and a third as spare—have six dining tables at the center, lounge seats beyond, and, at the far end of the car, an electric piano with a pro to play it. An innovation for Amtrak in these cars are "smoke eaters," Techtronic Air Cleaners, installed to help dining and lounge functions coexist. New menus were introduced, with lighter fare, since later northbound timings had presumably reduced demand for full dinners. The food is brought aboard refrigerated but not frozen, to be heated in convection ovens.)

By the time we whistled off from Cantic after customs, we were back on schedule for an O.T. 11:10 a.m. arrival at Montreal's Central Station. There I had some time to photograph the CN's gutty, no-nonsense electric boxcabs which work the line through Mount Royal Tunnel. Since it would be dark before the commuter rush—generally the only time to see locomotive-hauled trains among the Deux Montagnes line m.u. locals—I was after the electrics in their other role: hauling VIA's trains



outbound (and upgrade) through the tunnel, a practice designed to combat exhaust pollution.

CN's boxcabs come in two flavors. Six had been built in 1914 and 1916 by Canadian General Electric and were on hand when Mount Royal Tunnel and the Tunnel Terminal were opened in 1918 by CN predecessor Canadian Northern. Electric operations were greatly expanded when today's Central Station was completed in 1943. To answer this increased need, CN the previous year had obtained nine boxcabs from the National Harbours Board at Montreal, in exchange for a batch of steam switchers. These motors had been built in the mid-1920s by the Dick Kerr Works of the English Electric Company. In addition, there are three 1950-built steeplecabs.

Aboard the 12:45, an m.u. train of cars built in 1952 by Canadian Car & Foundry, I rattled through the tunnel to Mount Royal station, where I hoped to record the somewhat anomalous sight of a boxcab leading VIA No. 162, a 1:00 p.m. RDC departure for Quebec City. That time came and went—and then some. Eventually I trudged into the station and asked the agent about the train.

"Gone," he said with a melacholy certainty, assuming no doubt that I was a stranded passenger.

"But I saw no train."

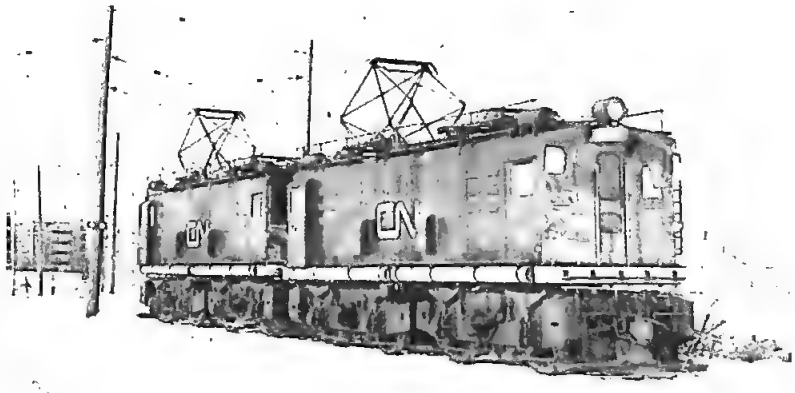
"Bus," he said. "The train was cancelled. Equipment failure. It happens often in cold weather."

That left just train No. 133 for Chicoutimi, due through at 2:26 p.m., which I planned to catch at Eastern Junction: a diamond crossing, just south of Vertu, where the through trains for northern Quebec (Chicoutimi, Hervey, Senneterre) diverged from the line the locals plied to Deux Montagnes. The hike down the right-of-way in the deep snow to get there proved longer and colder than I'd expected.

Thus, I was more than ready for No. 133 by the time it loomed into sight, a pair of orange and black English Electric boxcabs leading a short blue and yellow VIA consist: FPA4, heater car, baggage, coaches, coach-lounge. After thumping through the switch and swinging into the curve of the connecting track, the boxcab's motorman brought to a stop the train that had been only briefly his—for the roughly 15-minute run through Mount Royal Tunnel from Central Station.

Expeditiously, the motors ran ahead, then backed into a short pocket track. The FPA4 whistled off smartly. The boxcab's nose door swung open and a crewman leaned out to affix white flags for the run back to Central Station as an extra; within a minute the motor was hightailing it back to Mount Royal. I was glad enough to climb into the warmth of an m.u. at Vertu and follow.

ANCIENT ENGLISH ELECTRIC motors provide a diversion in Montreal, leading the FPA4 on Train 133 for Chicoutimi into Eastern Junction, where they cut off to return through Mount Royal Tunnel to Central Station downtown.



That evening I was back at Central Station to board the 8:00 p.m. for Senneterre with a consist much like the earlier one for Chicoutimi: boxcab 6712, FPA4 6790, heater car, baggage, two coaches and a coach-lounge. An important addition, however, was the last car: the *Elmira*, a 4-section 8-duplex-roomette 4 double-bedroom sleeper built by Pullman-Standard in 1954 for Canadian National (one of 52 "E-series" cars delivered by P-S, all in that year).

From the high-level platform as I walked past, the sections looked particularly welcoming—softly lighted, made down with crisp linens and warm blankets; cozy, curtained nests. Steam hissed from the gladhands between the cars, giving the train a visible and audible life lacking in head-end-powered consists.

Elmira was in excellent shape, suggesting a recent refitting. I settled in my roomette. Within minutes we slid away into Mount Royal Tunnel. Before long we swung sharply to the right and ground to a stop; then I was watching out the window the ritual of cutting off the electric power that I'd seen earlier from trackside. As we started up again and passed the motor holding in the pocket track, I saw its white class lights flicker on.

Flickering on, too, before long, after I'd pulled down my roomette berth, was the traditional Pullman night light. I flipped the switch and the room was flooded by a comforting soft blue—as my roomettes and bedrooms aboard

trains had been for nearly forty years. Melancholy with nostalgia, I was sung to sleep by the FPA4's chime horn, which played less and less frequently as grade crossings became fewer and farther between.

The next morning I awoke to my snowy, sunny epiphany: the meeting with the eastbound freight in the middle of nowhere. From that moment on, the movement, however tentatively, seemed to be back toward civilization. At Press, the first firm stop since Parent a bit before dawn, we were 50 minutes late, partly because of the meet. That was of little moment, however, as there was hardly anyone or anything at Press.

On the last leg into Senneterre, my neighbor across the way swung open her roomette door. A grim-countenanced middle-aged woman sat stolidly with her shade drawn. I surmised that the vast snowscape depressed her in its endless monotony as much as it exhilarated me with its novelty.

Senneterre. Rhymes with "nothing there." An unprepossessing, flat-roofed, two-story station; railroad yards fanning to the northwest; a small, low clutter of buildings: downtown. As if reflecting this starkness, at Senneterre my train became entirely no-frills for the nearly six-hour ramble to Cochrane.

The sleeper, one coach and coach-cafe were closed (though they did go along for the ride), leaving just the baggage car and one coach (5603, a Canadian Car & Foundry product from 1954) to carry on as train 143. This proved more than ample, as the coach—a comfortable one, set up with some of the seats facing tables—was nearly empty.

Overnight, as the result of engine failure, we had added CN RS18 3129 ahead of our FPA4. Now this lash-up and the heater car were switched out, replaced by GP9u 4008 and another heater car. Perhaps this operation was to blame for our growing lateness. We were an hour and 20 minutes down when, at 11:55 a.m., we whistled off from Senneterre.

Sitting down by myself at one of the tables, I took out Garrison Keillor's *Lake Wobegon Days* and the meager snacks I had purchased from the coach-cafe attendant before arrival at Senneterre (since no sustenance was for sale on the spartanized No. 143). The scenery had become less arresting, so I began some serious reading, though still with frequent glances out the window. The feeling of wilderness had disappeared; now more often than not we followed roads and bisected farms. I saw plenty of red CN paper-service boxcars, high-ended flats laden with lumber and woodchip hoppers—some rebuilt from 40-foot boxcars with foot-high sideboards rising above the original roofline.

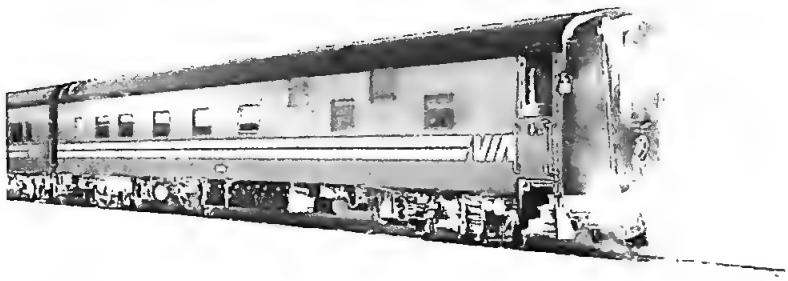
Lake Beauchamp was sprinkled with ice-fishing shacks. At Amos, a young Indian father detrained with a toddler and a baby. Then at Macamic a white-haired, leather-faced woman got off, and I was almost alone. At La Sarre was a large lumber yard, bordered by mountains of woodchips. La Reine. Each town was a collection of bleak, unornamented one-story houses; above them inevitably towered imposing, lavish churches. Eades. Now I was in Ontario. Mace. Lowbush River. The sun slid across the sky, never getting very far above the horizon, increasingly muted by a low gray smear of clouds.

At dusk we pulled into Cochrane, past a row of former Toronto GO-Transit commuter coaches that apparently will eventually become Ontario Northland's *Polar Bear Express*, replacing the heavyweights that have been serving. Darkness fell as the 4008, its consist wreathed in steam, idled in front of the handsome, broad-eaved brick station, its run completed. Though No. 143 had been lightly patronized, for those who traveled—except me—it had provided an essential service, plying a route without other transportation options.

I had plenty of time to wander through Cochrane on my way to and from a steak dinner. With false-fronted buildings haphazardly lining broad streets, this was a genuine frontier town, raw and refreshingly foreign for a stateside suburbanite. Kaydee's Bakery had a big sign in its window adver-

A REBUILT CN GEEP has just brought VIA 143 from Senneterre into Cochrane. Now it's time to walk into town for dinner before catching ONR's *Northland*.

VIA TRAIN 141 has arrived in Senneterre behind a CN RS18 and VIA FPA4. In an hour or so it will continue west behind a CN GP9u as No.143 to Cochrane. Author Zimmermann was occupying a roomette in the ex-CN sleeper *Elmira* (below).



tising white bread and a small one, along with a photograph, offering "special thanks to my sponsor" from Kadee's contestant in the "Princess Pageant Contest."

Train No. 128, the joint Ontario Northland-VIA *Northland*, due in from Kapuskasing at 7:32, was right on time. It rolled in behind Ontario Northland FP7s 1509 and 1520, very shiny in new yellow and blue paint. In tow was coach-cafe 3034 and sleeper *Chateau Dollard*, both VIA cars. While F-unit 1517 replaced 1509 and the 1520 was watered, a Geep drilled the train, cutting in at the head end a pair of ONR cars, a coach and a baggage.

When the train was back together, I climbed aboard *Chateau Dollard*, a stainless-steel 8-duplex roomette 4-section 3-bedroom 1-drawing room sleeper build by Budd in 1955 for Canadian Pacific's transcontinential *Canadian* and *Dominion*. The car was only about half booked as it was Saturday, the slowest travel day. "We're always full on Friday and Sunday," the porter said, "and usually on weekdays as well."

My space was lower 4; the sections were already made down for the night. Not yet ready for bed, I wandered up to the adjacent coach-cafe for a Labatt's as we got under way from Cochrane at 8:05. Beer and liquor can be consumed only in a claustrophobic little cubicle—invariably choked with cigarette smoke—partitioned off at one end of the coach-cafe. Its intimacy encourages conversation with strangers—like the wiry, grizzled, well-oiled French-Canadian lumberjack who sat at the table across from me, pounding down Budweisers. His gutteral speech was hard to follow in either English or French, but I understood in general that he wasn't pleased with his lot. "I work in the bush," he repeated truculently. "I'm a bushwhacker." He poked out his chin pugnaciously, took a puff on his strong cigarette and thumped the table.

There was also a 20-year-old boy from Cochrane, pulling up stakes to join his brother in Toronto and, he hoped, find work there. Their father had been disabled four years ago in an automobile accident while driving after drinking. He broke his back. The boy had written a book: "Sort of short stories. I'm French, so I have some trouble with commas and periods. I have it with me," he said, gesturing back toward the coach seats, where his luggage must have been. "I don't show it to anyone. When I make some good friends in Toronto, I'll let them read it and see what they think." I went back to *Chateau Dollard* worrying that things in Toronto might not work out as swimmingly as this gentle, friendly boy expected.

Sections, still universally available in Canada as the bottom-of-the-line sleeping accommodation, offer the largest, most comfortable beds on rails, about twice the width of the berths in Amtrak's Slumbercoaches, the U.S.A.'s economy sleeping option. Of course, Slumbercoaches offer private toilet and washbasin, and undressing and dressing in a section is an acrobatic challenge, an annoying routine of writhing and flopping about. Still, for both nos-

AT COCHRANE, ONR FP7s 1509 and 1520 have brought the *Northland* in from Kapuskasing. The 1517, in background, will replace the 1509. Zimmermann will spend the night in section "Lower 4" of ex-CPR *Chateau Dollard*. It looks warm.

talgia and comfort once you're settled in, I'd choose a lower berth.

Thoroughly acclimated by now to rail-bound beds, I slept soundly. When I awakened to the porter's tapping with his berth key on my berth, metal on metal muffled by heavy curtains, I pushed up the shade and saw Toronto's high-rises looming through the gray of rain and fog. This seemed a world away from the crisp white wilderness of the night before. Arrival at Toronto, on time, was at 8:10 a.m. At 9:40 I was on my way again, on Amtrak's *Maple Leaf*, a predictable little train of Amfleet coaches bound for New York's Grand Central Terminal, 546 miles distant.

If there was a theme to this day's scenery, it was decaying industrial cities of the Northeast. Hamilton, Ontario, struck this note first with rows of decrepit brick Victorian houses, a beaux arts customs house with windows cinder-blocked up, and a huge railroad station with most of its tracks filled with obsolete freight cars. Niagara Falls was in the same key, though our train's tip-toe tentative crossing of the gorge below the falls provided agreeably distracting views of green waters churned white.

The Amcafe offered more snack food, and by now I was sick of same. (It takes some doing to travel as far as I had anywhere in North America without once stumbling onto a full-service dining car.) The weather was dreary, as only a rainy February day can be. Buffalo. Syracuse. Utica. Albany-Rensselaer.

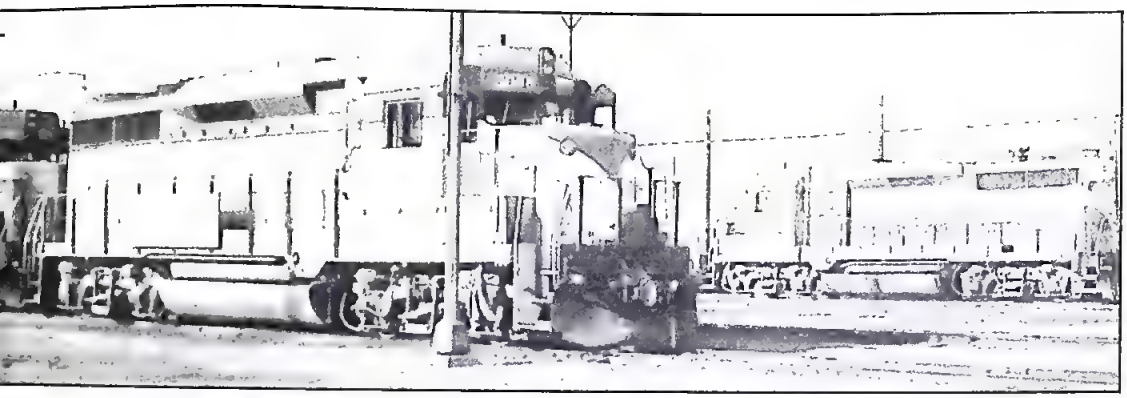
As an ex-New Haven FL9 was coupled to the head end for the run into Grand Central, I reflected on the vast variety of motive power that had hauled me around my circle, including some genuinely rare beasts. In addition to the mundane Metro-North m.u.s and subway cars, I had traveled behind electrics (GE's E60 New York-New Haven on the *Montrealer* and the ancient English Electric boxcab through Mount Royal Tunnel) and a variety of diesels: ONR's FP7s, Amtrak's F40PHs and FL9, a VIA FPA4 and CN RS18 and GP9u.

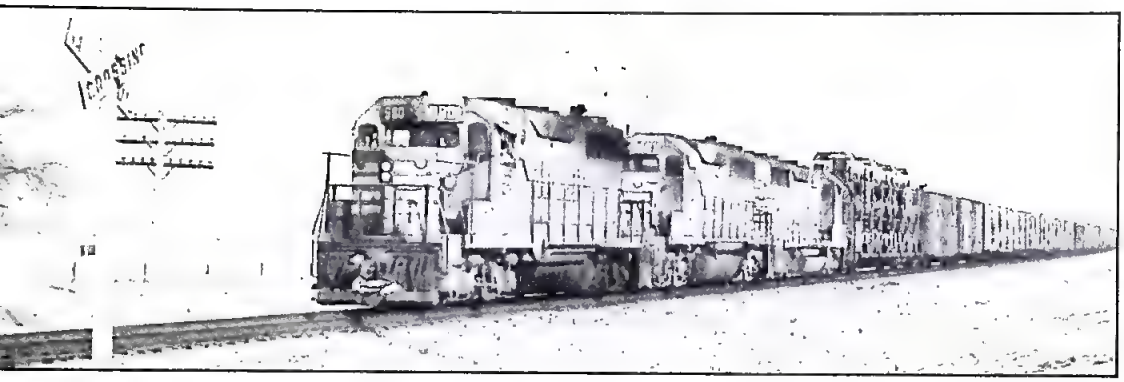
Croton-Harmon at 7:25 p.m., then on down to Dobbs Ferry aboard a Metro-North M1A. Circle complete: 2,096 miles, almost exactly three days. I'd been a long way to come back home.

PHOTOGRAPHY JIM BOYD EXCEPT AS NOTED

THE PENNSY IN ARKANSAS? A pair of PRR units, led by GP30 2242, holds the main at the west end of the Cotton Belt yard in Pine Bluff, Arkansas, in the spring of 1969 as a U25B leads an eastbound SLM (St. Louis Merchandise) into the yard. Penn Central power, pooled in from East St. Louis, was common on the Cotton Belt as far west as Pine Bluff at this time.

Photo Line



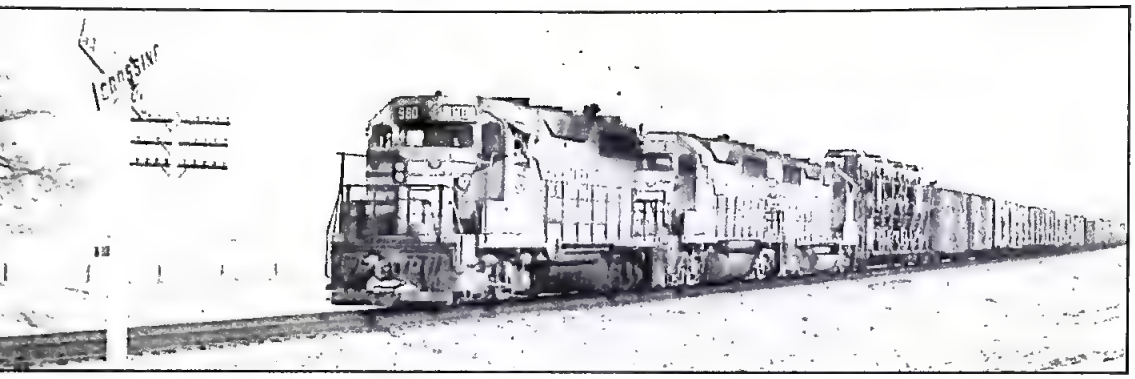


FRED C. KERN

GREAT NORTHERN had gathered GP30s in both the old orange and green and new Big Sky Blue at Spokane in July 1969 (top). The GN's 17 GP30s joined 38 from the CB&Q to form Burlington Northern's fleet. The CB&Q had ordered four more GP30s, 979-981, in 1963, but they were delivered in December of that year as GP35s. In February 1969, the 980 was leading a pair of GP40s westward along U.S. 30 near Shabbona, Illinois.

BALTIMORE & OHIO'S "SUNBURST" scheme on their GP30s was a railfan favorite. The 6906 is running uphill, eastward on the westbound main, at Salt Lick Curve near Terra Alta, W.Va., at the top of Cranberry Grade in May 1966. Chesapeake & Ohio's blue with yellow (left) is also regarded as a classic. The 3016 and a U25B were eastbound behind State Line Tower at Hammond, Indiana, also in 1966. Five pool-power Rio Grande GP30s (below) were poised on CB&Q'S westbound "CD" (Chicago-Denver) at Clyde Yard in Chicago on May 29, 1966, with four brand new orange and silver Western Pacific GP40s fresh out of La Grange.

Photo Line



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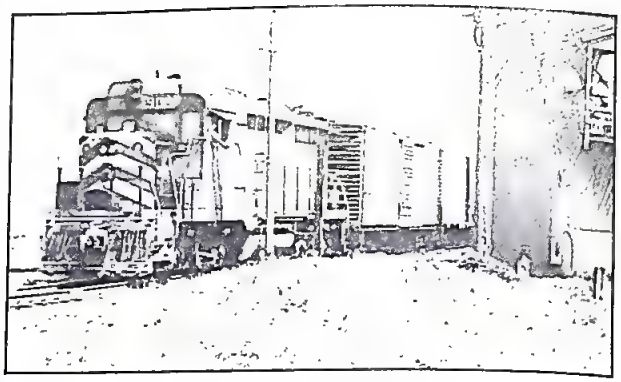
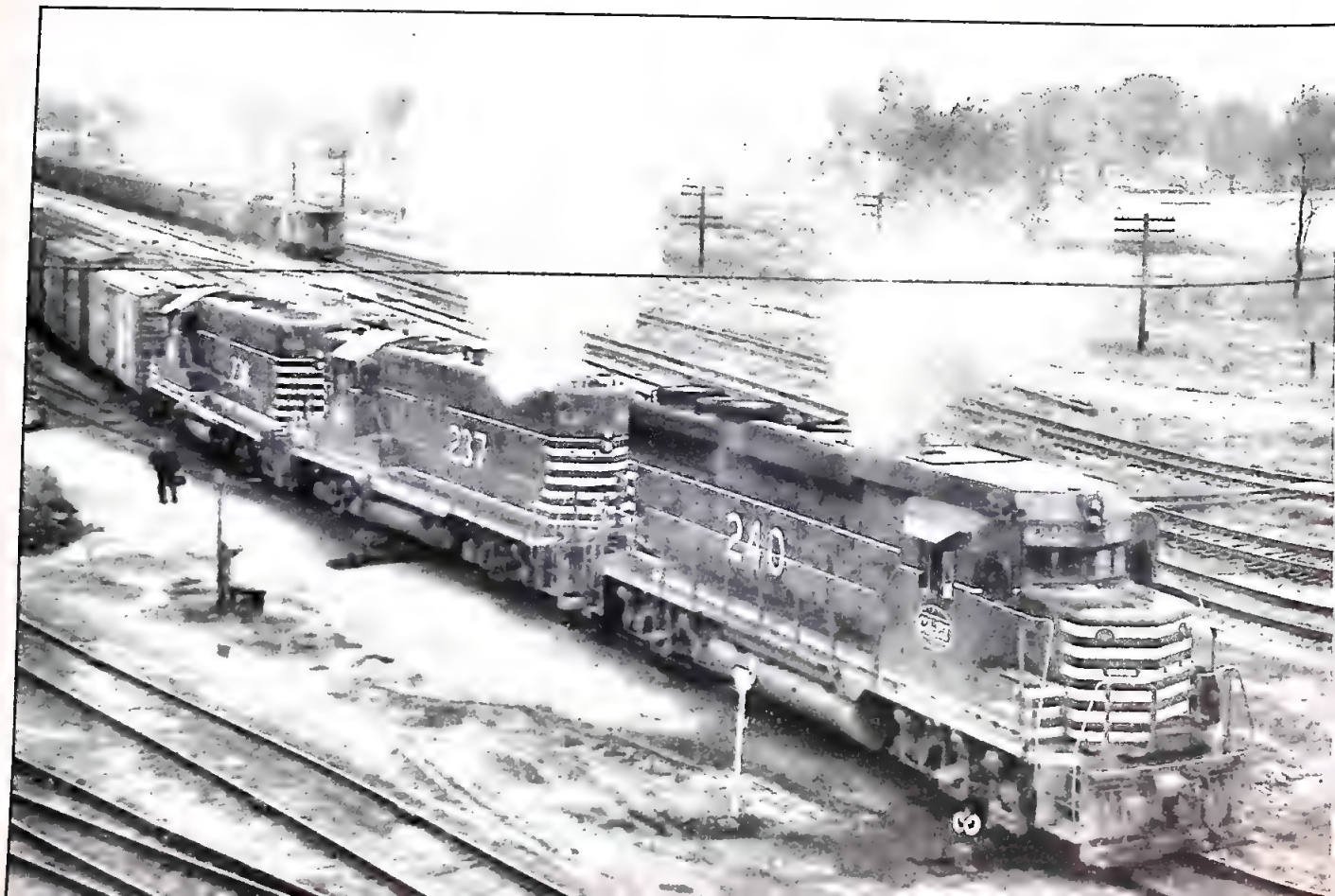


NICKEL PLATE 903 was working the ICRR/P&E interchange at Dean Tower at Bloomington, Ill., on May 3, 1964. Kansas City Southern 116 (**left**) was leading a trio of F-units north of Texarkana in April 1969. Burlington Northern rebuilt wreck-damaged GP30 2211 (**below**, Seattle, 1985) with a GP35 cab.

MARK R. WAYMAN

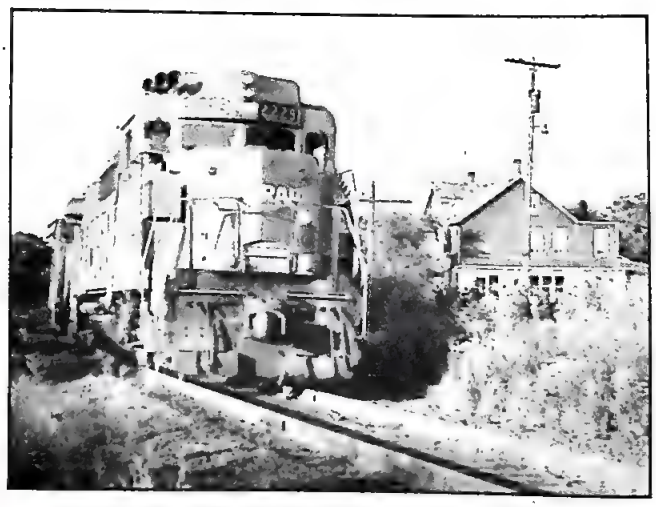
JOHN C. BENSON

THE FATE awaiting many GP30s is evidenced by 18 UP GP30Bs and four Centennials being pulled from storage at Yermo, Cal., and moved east on October 7, 1986, "for disposition."



WARREN CALLOWAY

SEABOARD AIR LINE GP30s, in dark green and yellow, have hot-shot No.75 southbound near Raleigh, N.C., in 1963. They still have that "factory fresh" look to them. By 1966 the Chicago & Eastern Illinois had already put a few miles on its three GP30s; the 240 (left) was departing Yard Center at Dolton, Illinois.



A PAIR OF READING GP30s has just cut off their train in Rutherford Yard near Harrisburg, Pa., in late 1975. They will soon become property of Conrail, and a few will get the full "dress blue" like ex-PRR 2229 (left), on a Martin's Creek coal train above Phillipsburg, N.J., in 1977. Our GP30 coverage continues in color on page 58.

Photo Line

The 1986 Golden Spike Photo Contest

FIRST PLACE B&W went to Phil Samuell of Gambier, Ohio, for this striking wide angle shot of an Amtrak worker with F40 398 at the 16th Street diesel shop in Chicago in December 1985.

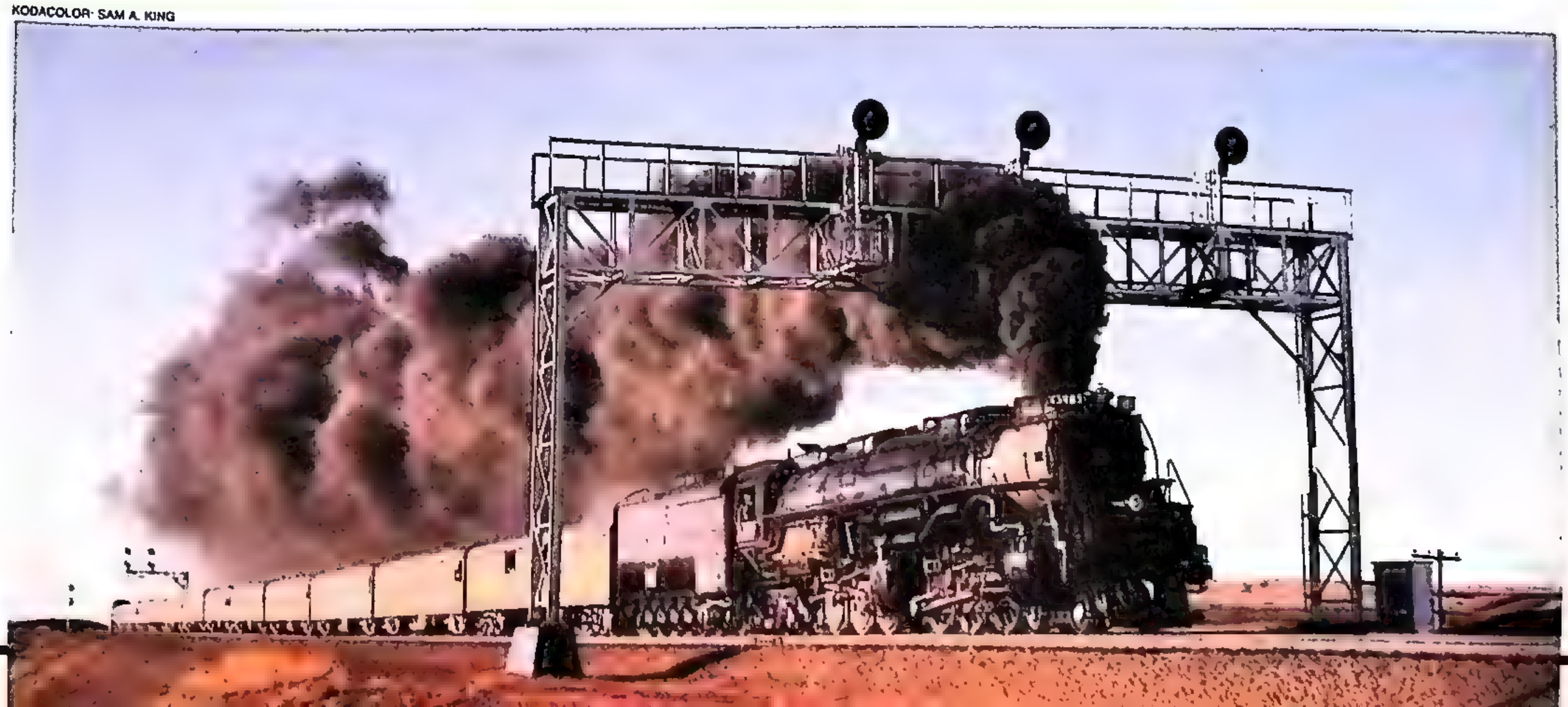
TWO KODACHROMES: LAWRENCE V. SMITH

LARRY SMITH of Jacksonville, Florida, took First Place Color with this sunset shot of a UP freight near Ogallala, Neb., on August 29, 1986. His similar photo (**below**) made at Green River, won People's Choice in Color. Terry Cox of Arvada, Colorado, took Second Place Color with his picture of lanterns in the window of the Colorado Railroad Museum at Golden. Sam King also of Arvada, took Third Place Color with his action shot of Union Pacific 4-6-6-4 3985 at Tie Siding on October 19, 1985.

KODACHROME: TERRY COX

Every year the National Park Service holds a photo contest at the Golden Spike National Historic Site at Promontory Summit in Utah. The 1986 winners were featured at the 10th Annual Railroader's Festival on August 9. The contest was open to anyone, and the subject matter could be any aspect of railroading photographed within the preceeding year. There were two categories, Color and Black & White, for a total of 83 entries, 57 color and 26 b&w. Judging was done by James Alexander, photographer for the SP, and Charles Trentelman and Blair Kooistra, columnist and photographer for the Ogden Standard Examiner. There was also a "People's Choice" award selected by park visitors.

KODACOLOR: SAM A. KING



BOB GOTTIER

LAWRENCE V SMITH

BOB GOTTIER of Pomona, California, took the People's Choice and Third Place B&W with this shot of a Santa Fe eastbound at Keene, Cal., near Tehachapi Loop, on March 22, 1986. Larry Smith of Jacksonville, Fla., took Second Place B&W with his "Old Time Telegrapher" in a restored ACL depot bay at the home of Bud Hess in Orangedale, Florida.

Camera Bag

BY JIM BOYD

New films from Kodak

GUEST COLUMNIST: BRUCE OWEN NETT

Sometimes, and in some quarters, comments are made that the good people from Kodak are generally far behind when it comes to new products. Maybe they are, but just maybe they would prefer not to hurry until what they announce can be the finest.

This seems to be the case with three new films, Kodachrome 200 and black & white T-Max 100 and 400, that should be on the market by the time you read this.

Let's face it. Most railfans prefer 35mm color slides to prints, with Kodachrome being the most popular film. The two versions that have been available for many years, Kodachrome 25 and Kodachrome 64, are the standards by which any slide film is judged. They will certainly remain so. But their relatively slow speeds are a problem in railfan situations involving low light and/or fast action.

Kodak has come up with the solution, and I swear they did it expressly with railfans in mind. With an ASA 200 Kodachrome, we are now able to shoot those 125-m.p.h. AEM7s at 1/1000 of a second and still get a very acceptable depth of field along with that marvelous look of Kodachrome.

"Okay," you say, "but how does this new film compare with my standard Kodachrome 64? It's got to be pretty darn good to make me happy."

Hey! You will be happy. It's a good film, and in my test it has worked out very well. It has that tight, almost grainless appearance of K64 with the contrast and color characteristics that we have come to expect of Kodachrome. Mix Kodachromes and Ektachromes (or any other slide films) in one tray, and the differences can be obvious and jarring. The new 200 will intermix beautifully with 64 or 25, and it's doubtful that even the fussiest viewer could tell them apart. And, of course, you will also be retaining that legendary Kodachrome image life of something like 90 years, compared to the older Ektachromes and other brands that begin to noticeably deteriorate in 20 or so (yes, we know that the new Ektachromes are better, but they still can't compare to Kodachromes for permanence).

A note of explanation might be in order here. Kodachrome, invented more than 50 years ago, has a different basic chemical formulation from all other color slide films. Fujichrome, Agfachrome, Ektachrome and others are all based on the same generic process which includes the color dyes in the film's emulsion. Kodachrome, however, has no dyes in its emulsion; the dyes are *added* during processing. It is a patented process and can only be done in a Kodak-authorized lab. You can not process Kodachrome in your home darkroom like you can Ektachrome.

I was one of a number of professionals who was asked to test the new K200 for Kodak, and a sunny day on the Conway Scenic Railroad in New Hampshire provided appropriate subject matter. The photo on page 67 was made with a Canon F-1 and a 24mm lens, and you can judge the quality for yourself. Typical daylight exposures with this film would 1/500th of a second at between f8 and f11. My notes have this shot recorded as 1/500th at f11—which feels very funny knowing that's Kodachrome in the camera! The film gains you about two stops over K64, and that's enough to get the aperture down a bit into the mid-range on zoom or tele lenses for better depth of field and better optical quality over the often-wide-open railfan situations.

It will take some time on the market and a lot of experimenting in the field to determine if this new film has any bad habits. Being a Kodachrome, it should react similarly to the 64 or 25 in night lighting situations, for instance. But judging from my first few rolls, I predict that we have a real winner.

In quest for faster color print films a few years ago, Kodak developed the "T-grain" emulsion. The grain in conventional emulsion is round, and the curved surfaces are the most sensitive only to light striking at the proper angle from above. The rounded edges of the grain that are "curving away" from the film surface are less effective than the top of the grain that is more-or-less parallel to the surface. Kodak developed a way to shape the grain into flat crystals that are all oriented with their flat surfaces parallel to the surface of the film. This provides maximum light-gathering area and greater sensitivity with the same size of grain. As a result they were able to get faster film with the same grain or go to smaller grains for a film of equal speed.

The first T-grain films were the Kodacolor VR color negative films with ASA ratings of 100, 200, 400 and 1000 (these have recently been upgraded with the new VR-G series). Now the T-grain technology has been applied to two new black & white films, T-Max 100 and T-Max 400. Simply stated, it has brought forth a much better film in each of the two most popular ASA ranges. T-Max 100 gives us Panatomic-X quality at Plus-X speed, while T-Max 400 gives us Plus-X quality at Tri-X speed. Both films are developed in the normal manner in most of the popular developers (Kodak recommends HC-110, D-76 and Microdol-X). One thing that I like about these two new films is the fact that developing times for both are nearly identical (for instance, 35mm small tank developing in D-76 1:1 at 68° has T-Max 100 at 12 minutes and T-Max 400 at 12½). Thus you could mix both films in one processing run at 12½ minutes and never detect the difference.

Upon processing my T-Max 100, I could very quickly see the ultra fine grain Panatomic-X look. Other published reviews of these films give them high marks for tone quality, sharpness and "forgivability." They can produce excellent results even when the exposures are a little off or you are working a scene with extreme lighting conditions. These are films that we will all get used to, and happily so, for I expect that Plus-X and Tri-X will soon be a thing of the past.

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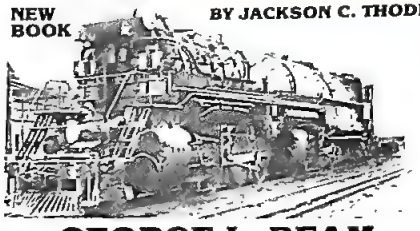
BY JACKSON C. THODE



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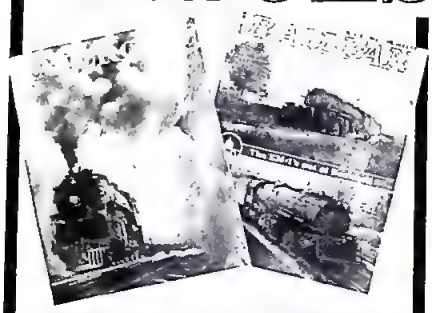

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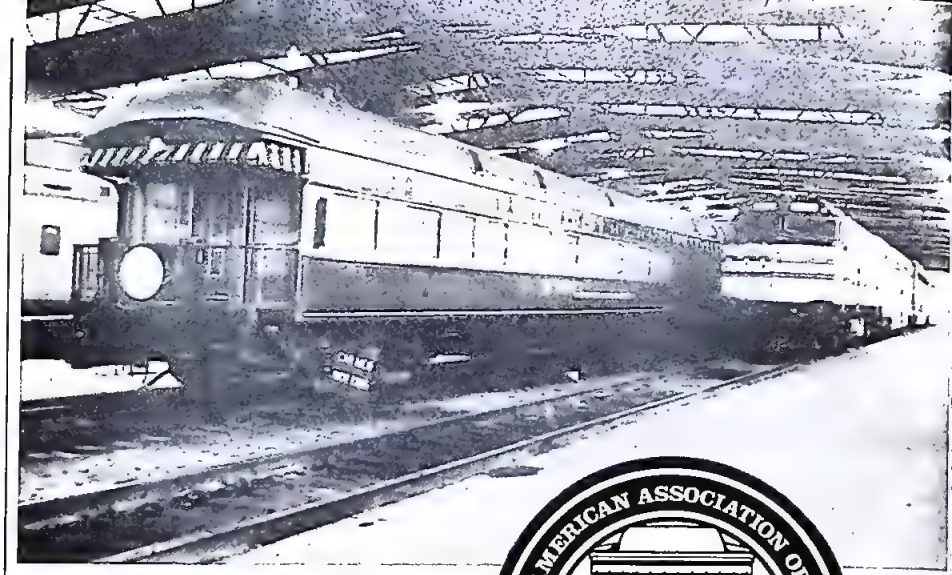


by Tom Savio

A Gathering of "PVs"

Private cars are very private affairs. To a great extent, they represent the tastes and lifestyles of their individual owners and are not necessarily historical restorations. For some, a private railway vehicle ("PV") is an alternative to a Lear Jet.

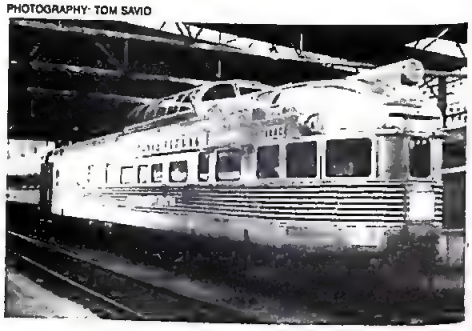
This became clear as I examined 36 such PVs at the ninth annual convention of the American Association of Private Railroad Car Owners (AAPRCO), held beneath the trainshed of Milwaukee's Amtrak station on October 10-12, 1986. An exclusive club of less than 500 members, AAPRCO was founded in 1977 to further communications and fellowship between owners. Most importantly, however, it has spoken with a strong and unified voice to represent the car owners interests with Amtrak.

AARPCO is a railroad lay organization that most railfans hear little or nothing about, perhaps because PVs are generally used for corporate promotions, charter tours and retirement retreats. Quite often, members are not railfans in any conventional sense. Nonetheless, their convention was a feast for the railfan. There were open-end observation cars, domes, sleepers and diners in a great variety of personalized and historical paint schemes and decors. Three special trains were run, and Amtrak expanded the consists of many regular trains to accommodate the PVs.

Most of the PVs were marshalled in Amtrak's Chicago coach yard on October 8, 1986, upon arrival from their originating points. On Thursday, October 9, Amtrak began forwarding them to Milwaukee on the rear ends of their 330-series trains. The highlight of these movements was a pre-dawn special train on Friday, October 10, that included seven PVs and Amtrak's technical training car, Amtech 10504.

The entire morning of the 10th was taken up by numerous switching moves with the station goat, Milwaukee Road SW1200 1216, to park the cars in their correct departure positions. Late morning saw the arrival of the last five cars, delayed due to the annulled *Empire Builder*. On the previous day, the *Builder* had been involved in a serious derailment at Fall River, Wis., when the train hit an open crossover switch at track speed. The five private cars on the rear remained on the track and escaped

PHOTOGRAPHY: TOM SAVIO



BENEATH THE Milwaukee Depot trainshed were the ex-CZ *Silver Solarium* and the open obs *Boonesborough* (top). Classic GN *Empire Builder* colors adorned the sleeper *Skagit River* (right).

with only flat wheels. They were detoured in a relief train to Milwaukee via New Lisbon and Wisconsin Rapids to former Soo Line track and in through Stevens Point and Menasha to the new Soo-Milwaukee connection at Duplainville, behind, of all things, Chicago & North Western SD40-2 6807, that had been picked up at Portage. (Incidentally, the occupants of the private cars were of great assistance to Amtrak at the wreck scene as their rail experience helped to rescue the occupants of the derailed cars and direct the crowd until professional help could arrive to take charge.)

Most of Friday was spent with board and committee meetings, and Amtrak conducted a "HEP School" in the Amtech car to answer owners' inquiries about converting PVs to head-end power. The evening's festivities included a trackside barbecue and private car open house. It was here that one became aware of the very different tastes and approaches that individual members employed in their cars' interior designs. Personal fantasies played a significant role.

The *Caritas*, for instance, is a former-CN sleeper rebuilt with and open platform and decorated inside and out with a stunning gray, white and mauve Art Deco theme. The car's vital controls are set behind a clear plastic panel, giving it a "Star Wars" touch.

Dante Stephenson's *Survivor* takes fantasy in a completely different direction. Decorated like a wood-paneled English pub, the car's decor is overwhelmed with personal mementos, hats, lanterns, N-scale trains and even the trappings of guerilla warfare. The very proper dining room, complete with Pullman crockery, is supported by a galley that could have been ordered right out of a Sears catalog.

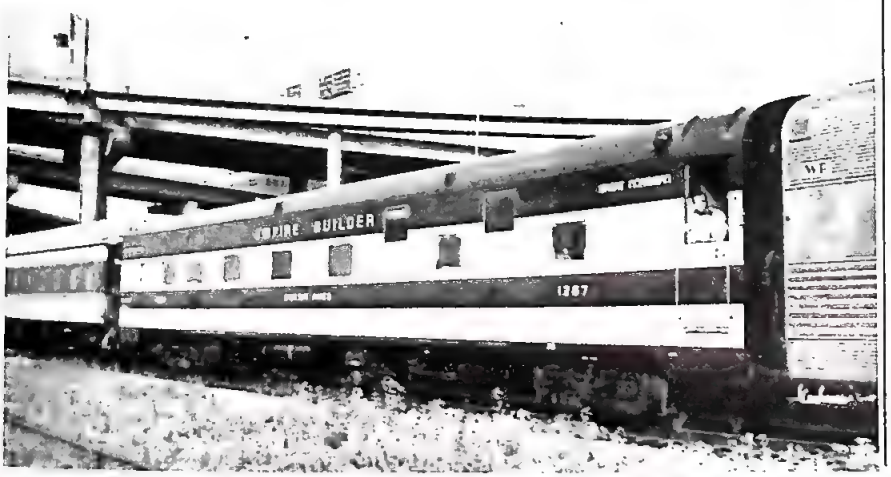
For the purist, there were cars that have been painstakingly restored to their original magnificence. An outstanding example was David Rushenberg's *Skagit River*, a former Great Northern sleeper in the handsome orange and green. Equally stunning was the Milwaukee Road Skytop Lounge *Cedar Rapids*, exhibited by the Milwaukee Rail Car Corporation, the rebuilding firm that provided the necessary standby services for the convention. Although technically not a participating PV, *Cedar Rapids* set a standard in quality restoration, particularly with its beautiful wood interior.

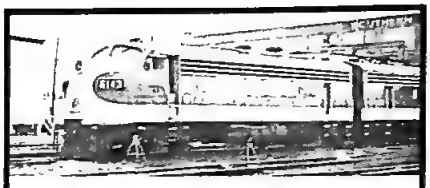
The decor of most of the cars, however, reflected their owners' personal preferences, with a nod toward the car's historic origins. One of the most inspiring of these was *Silver Solarium*, a former *California Zephyr* dome observation which, although entirely modernized inside, remains true to her CZ heritage on the exterior—right down to the neon illuminated tail sign.

That tail sign was one of the many that the owners had attached to their cars. While most of these drumheads had never graced a famous train, the effect of seeing so many in one place brought to mind long-ago trips to the darkened caverns of places like St. Louis Union Station or Dearborn or Washington.

The AAPRCO annual meeting was called to order Saturday morning, while the evening was reserved for the banquet at the Marc Plaza Hotel. John E. Haley, president of the Chicago Central & Pacific, gave a well-received address on the hopeful future of regional and short line railroads and their new, expanded role in nationwide railroading. Sunday morning began with a drop-in brunch aboard the *Hiram*, formerly Al Perlman's NYC business car, currently turned out in the traction orange and maroon of the Chicago South Shore & South Bend, complete with an impressive South Shore drumhead.

At approximately 8:00 a.m. on Sunday, Amtrak F40 382 led the first seven departing PVs and Amtech 10504 on a special train to Chicago. The remaining cars were dispatched later that day and during the following week on scheduled Amtrak trains. They will gather again at Pittsburgh in 1987.





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CHESSIE COLORS worked well on the GP30, as evidenced by C&O 3040 leading four GP40s into Saucon Yard in Bethlehem, Pa., in September 1985. Over 20 years earlier, on October 28, 1964, four new GP30s were bringing Chicago Great Western's "meat train" 192 into Byron, Illinois. Probably the most remote GP30 is Alaska Railroad's lone 2504, shown in action at Anchorage on July 10, 1978. ∈

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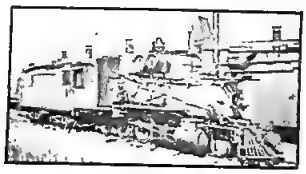

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BY JIM BOYD

Modeling in the Ultimate Scale

There seems to be two kinds of railroading today: "real" (Conrail, UP, short lines and such), and "fake" (tourist lines, museums, fantrips and such). Now, I happen to believe that both are legitimate aspects of the railfan hobby, and both have gotten heavy editorial attention in these pages. And I often hear complaints from the advocates of "real" railroading that we give too much coverage to the "fakes."

"Fantrips are phoney. I wouldn't walk across the street to see a Nickel Plate Berk hauling a mish-mash of passenger cars on Conrail."

Or: "Those super-blast night photos look so contrived. They aren't real."

I have no effective reply to such criticism, for they both have a ring of truth. But the critics are also missing a lot of the fun.

Take the night shots, for instance. I have been taking open-flash night shots since the very early 1960s. Back then you could go to Superior and get Soo Line Baldwins in DSS&A colors or shiny new North Western GP35s at South Pekin at night. You could get Pennsy E-units next to GM&O E-units alongside a CB&Q stainless sleeper in the bowels of Union Station or B&O's *Shenandoah* on a rainy night under the arch trainshed of Chicago's Grand Central. There was so much real railroading to photograph, day or night, that we had little need for the fakes.

Steam was dead, but fantrips and a few struggling museums could "bring back the memories." Then something interesting happened. I discovered the Cass Scenic Railroad. There were no Shays or Heislers in my "real" world, but what a wonderous and new experience they were down in their native West Virginia hills. The Cass Railfan Weekends taught me what geared steam locomotives were all about, and they were the beginning of my experiments in group night photo sessions using open flash to accommodate dozens of photographers on each shot. It was very rewarding to be able to pose the equipment right where I wanted it for the ideal night scene. Dick Steinheimer had done the same thing years earlier in the woods with West Side Lumber's narrow gauge Shays, but West Side was long gone and Cass was something we could do *now*.

Over the years the staged night shots became expected events at conventions, fantrips and museum railfan weekends. Granted, many of the set-ups were contrived and the lighting obviously artificial, but it was good sport and produced some very memorable images. We continued to use the same techniques on "real" scenes, but as the railroads spartanized the night photo opportunities weren't nearly so plentiful or accessible, and the variety of daytime photography was noticeably diminished (instead of going to Allentown and getting Lehigh Valley in four different paint schemes, Reading in three and CNJ in Lord knows how many, we now get Conrail blue—period).

Ah, but you can still get a CNJ green and yellow RS3 at Jim Thorpe and a Reading GP30 and Pennsy E8s on the Blue Mountain & Reading. And in the past few years, many of the museums and tourist railroads have been acquiring appropriate passenger and freight equipment to go with their locomotives, both steam and diesel. We were beginning to get enough equipment in interesting settings to be able to create some truly attractive complete scenes, not just isolated engines on naked tracks (one of the early attractions at Cass was the dignified livery of the engines and the depot, shop and water tank that provided a authentic backdrops).

As I was participating as a spectator in the Rails After Dark night session for the Connecticut Valley Railroad Museum at Essex, Conn., on November 1 (page 66), I began to realize what the appeal of this "fake" railroading was all about. To me, at least, it is model railroading in twelve-inch-to-the-foot scale.

I was a modeler before I was a railfan, beginning with American Flyer back in grade school and then graduating to HO scale as quickly as I could master the kit-building techniques. I was an extremely active modeler throughout the 1960s and 1970s, scratch building locomotives and structures for other

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people's layouts since my mobile lifestyle at the time precluded a layout of my own. I still am a regular operator on Tony Koester's HO scale Allegheny Midland and have a closet full of HO equipment and a basement with a layout in its future.

But recent experiences at Conway Scenic, the East Broad Top, BM&R and Essex have brought home to me how much these operations are like model railroading. The equipment is gathered from many sources and operated on a "layout" or diorama. You get a few engines, gather up some passenger and freight cars, paint up an old depot and sprinkle a few vintage automobiles around—only instead of being in your basement, it's out in the real world where you can get into the scene and walk around!

As on model railroads, a truly authentic situation is rare. Probably the finest "layout" is the East Broad Top narrow gauge in Pennsylvania, with its entire roster intact in its original setting. During the Friends of the EBT weekend in 1985 (March 1986 R&R, page 55), the railroad was running Mikado 17 up and down the line on a beautiful little freight consist with a couple of hoppers behind the tender. As I was spending that beautiful afternoon recreating Phil Hastings scenes, most of the "Friends" conventioneers were buried in the basement of the meeting hall oogling over brass models on dioramas. Everything they were trying to capture in miniature was happening outside in real life—and there were only a handful of us out there to witness it! (I understand that there were fewer conflicting activities during the FEBT weekend in 1986, and the photo freight, now with three hoppers up front, had a much better audience.)

Museums, fantrips and tourist railroads have all the potential variety of model railroads. You can customize your engines by moving the headlight to the top of the smokebox on Valley's 2-8-0 97 or making a DL&W Pacific out of a CPR G3 at Steamtown. Modelers do it all the time. Or instead of starting with an HO AHM E9 to make your favorite New York Central unit, begin with an ex-Amtrak built for the Union Pacific and lay on the lightning stripes. Or if you are a stickler for authenticity, find a pair of old Pennsy E8s and give them back their original numbers and pinstripes. But no Atlas or AHM or megabuck brass jobbie ever made the inside of the Reading Shops throb to the beat of four EMD V12s like BM&R's Pennsy duo! What kind of photo would do justice to such fine "models?" Set 'em up on the main line with a string of red coaches and

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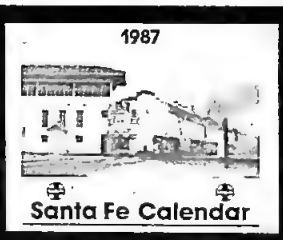
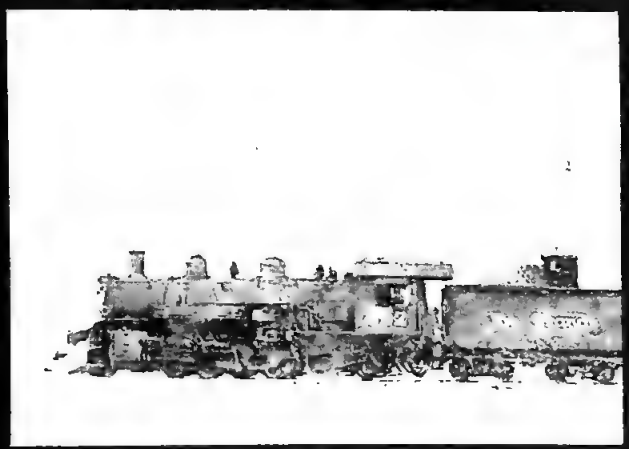


ALL COLOR!

Hot Out of Chama



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Ted Rose, the artist once lauded by Otto Kuhler, recreates the steamy essence of railroading in a masterful, painterly style. Here, in light snow, big K-37 No. 492 lopes across the ponderosa flats south of the wye and west from Chama in a classic broadside of narrow-gauge action on Rio Grande's high-country mainline. —Jim Boyd

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● **STACK-PACKERS ON SPARTA MOUNTAIN:** The New York, Susquehanna & Western has reopened its long-abandoned main line across northwestern New Jersey and combined it with a segment of the former Lehigh & Hudson River as a new route for double-stack container trains. We'll look at both lines then and now.

● **BENWOOD:** At a time when the B&O is becoming nothing more than a footnote to history, Jay Potter takes a wistful look at a favorite train-watching spot.

MAY 1987 ISSUE ON SALE MARCH 24.

light 'em up for a night shot (page 66). The *Buffalo Day Express* getting in after dark.

Conway Scenic's B&M F7 is an absolute dazzler in daylight, and it was great sport to watch the crew make up a short passenger train of cars that I had selected for the night photo session and then photograph that little consist out on the main line where they had moved it to get it out of the way for some switching. I felt like I was watching a B&M local getting out of town. It was a model on a diorama in life size.

Oh, I'm not giving up on real railroading. I want to catch the RF&P and get a look at more of the Seaboard System before CSX mixes things up too much, and Conrail has never looked better, to say nothing of all those new short lines and multi-state regional carriers. But I'm going to keep my outlook fresh on those 12″=1′ model operations. It would be difficult to comprehend a Bangor & Aroostook BL2 lettered THE STOURBRIDGE LINE idling in the rain next to an old woodie station wagon in the real world. But you can't deny that the scene on page 67 has a certain appeal. After a few more of these, though, I may put off that battle with plywood and flex-track in my basement for quite a while. Model railroading outdoors can be a lot more fun.

January's GP30 feature

Judging by the mail, I think you folks out there like GP30s. "The GP30 Story" in our

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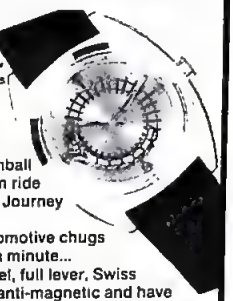

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1986 calendar also still available in limited quantities for $6.00.

January 1987 issue has been getting a lot of favorable comment, but as editor I need to own up to a couple of goofs.

In typing up the roster, I somehow got the UP 700-735 listed as cabless boosters, which, of course, they are not. Also, the Reading builder's numbers should be 27114-27133; the D&RGW 3001-3013 were builder's numbers 27135-27144 (3001-3010) and 27222-27224 (3011-3013); and Southern's 1962 order builder's numbers were 27313-27344 (2525-2556) and 27428-27455 (2557-2584).

Through research done and letters received after the article was completed, we have been able to sort out the specific order configurations in the late 1962 Phase I-Phase II changeover period, as well. The UP 800-874 were the first Phase IIs, followed by Phase I deliveries to NYC (6115-6124), Phelps Dodge (24), C&O (3000-3001) and B&O (6900-6976). The only Phase IIs mixed into this group were the Southern high hood 2525-2584, following the NYC order. From NKP 900-909, all remaining GP30s were Phase IIs.

A detail that we neglected to elaborate upon is that all GP30s had the styled dynamic brake blister. Those units which were not equipped with dynamic brakes had the air intakes on the undersides of the blisters simply blanked over and the fan hole on the top filled in.

Those of you who got to the end of the text probably caught the repeated paragraph on page 54. When the original text was being typeset, we were having a hard time pinning down the precise status of the Seaboard System fleet, until Max Wallace of Jacksonville got us a report on the exact number of units remaining on the roster. I had the correction paragraph set, and as I was in the process of designing and pasting up the page 54-55 spread, I must have gotten interrupted in the midst and forgotten to remove the original incorrect paragraph (the first 13 lines beginning "Of the big fleets . . .). The second paragraph beginning with those same words is the correct one. I had proofread the galleys a half a dozen times, but in my haste I failed to proofread the *paste-up* of the page. Ouch!

Incidentally, don't give photographer Doug Harrop a hard time about "double dipping" the UP 805 on the covers of the January R&R and the April 1986 *Pacific RailNews*. Doug sent us that slide along with some others as an illustration accompanying a letter about the uses of telephoto lenses. He was unaware of our GP30 project at the time and had no idea that the slide would be published. I had forgotten about the *Pacific*

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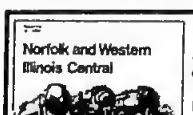

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RailNews cover until after our cover had been sent to the color separator. Judging by the rave comments I've heard about our January cover, everybody else was as impressed with that shot as I was.

And since the article was published, we have learned of another preserved GP30. West Shore Rail Excursions, Inc., operators of the passenger service on the West Shore Railroad in Lewisburg, Pa., have just acquired Conrail (nee-PRR) 2233. Sandy Mitchell reports that the unit is presently in weathered Conrail blue and stored at Mifflinburg, Pa. The West Shore operates a former-PRR branch from Montandon to Lewisburg and Mifflinburg (11.8 miles) with an ex-PRR SW1. The GP30 is expected to be in Pennsy colors to begin regular excursion service in May.

In going over the GP30 production roster and selecting photos for these past two issues, I have some new candidates for the "rarest" GP30s. In the vintage stuff, I'd have to offer the New York Central 6115-6124 numbers before receiving their pre-Penn Central 2188-2197 (I can't pin down the date of renumbering, but I found photos of the GP30s in the 2100-series numbers as early as 1966, and I don't believe I've ever seen a photo of them as 6100s). With only ten units, these GP30s seemed to get lost in the NYC roster, although PC and Conrail photos of them are rather common. More recent rare units seem to be any GP30s in Family Lines or Seaboard System paint (I'm not sure any ever got the SBD gray). It is likely that only former-Chessie GP30s will ever get CSX colors. Incidentally, a spotting feature on the rebuilt Chessie GP30s is the moving of the bell

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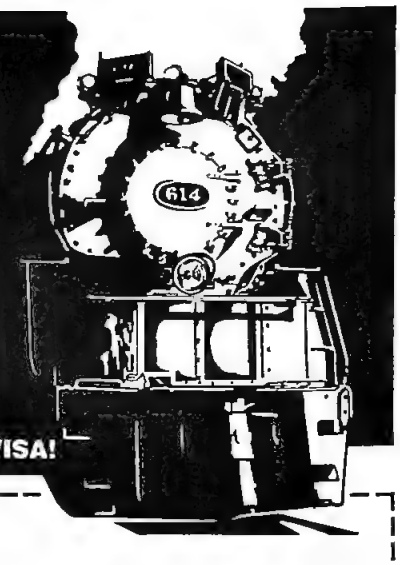

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KODACHROME: JIM BOYD

KODACOLOR 100: VINCENT NEVINS

KODACHROME: RAILS AFTER DARK

to a bracket off the left side of the long hood.

Doing an article like this adds a lot of interest to everyday railfanning. I have always been a fan of the GP30, but on my 1986 Thanksgiving trip back to visit family in Illinois, it was a particular kick to catch a virgin blue B&O GP30 alongside a Seaboard System GP38 and Family Lines SD40-2 in the company of a bunch of Chessie GP40-2s in Columbus, Ohio. And then to get a Chessie-scheme B&O GP30 in late afternoon sun at Benwood, W.Va. It's nice to be able to appreciate something before it's gone.

MODEL RAILROADING in 12″-1′ scale? Trains in museums and on tourist railroads can be posed and photographed (either static or in action) like models on a diorama. Consider the Pennsy E8s on the Blue Mountain & Reading during the autumn Railfan Weekend on October 11, 1986. Or the Valley Railroad's 2-8-0 and a beautiful 1941 Lincoln Continental at the crossing at Deep River north of Essex, Conn., on the Connecticut Valley Railroad Museum's Railfan Day on November 1. That same day, freshly-repainted New Haven RS3 529 pulled photo freights and then posed at night with NYC E9 4096. The fully-serviceable RS3 is the real NH 529, restored to the "trustee's scheme" she wore from 1959 to the PC merger (she will eventually be repainted into her "as built" warm orange and dark green). The NYC unit, however, is actually Union Pacific 912, acquired from Amtrak and presently without traction motors. A model set-up if there ever was one, with one powered unit and a "dummy." And where else but on a model railroad would you find a BL2 in Bangor & Aroostook's new colors lettered for a free-lance railroad and posed with a '47 Pontiac "woodie" station wagon? The answer is, of course, at Honesdale, Pa., on a rainy October 26, 1986, on the Lackawaxen & Stourbridge. All this may not be "real railroading," but it is certainly colorful and a lot of fun.

KODACHROME: JIM BOYD

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to a bracket off the left side of the long hood.

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CONWAY SCENIC RAILROAD'S 2-6-2 108 was the test subject used by Bruce Nett to try the new Kodachrome 200 film; exposure was 1/500th at f11. See CAMERA BAG, page 53.

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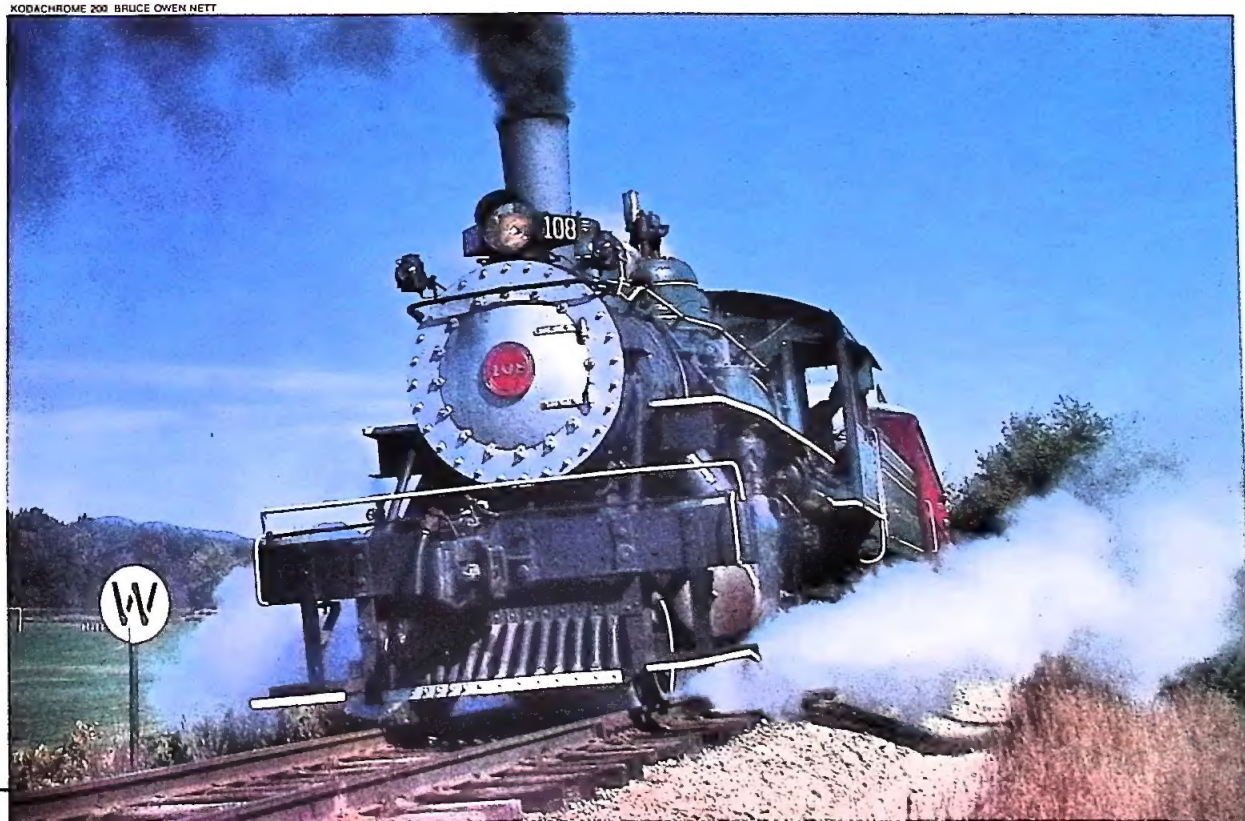

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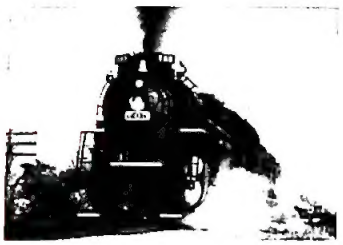

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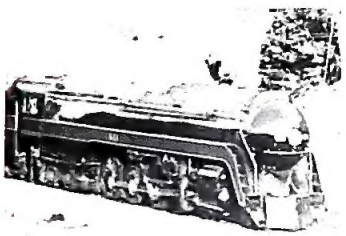

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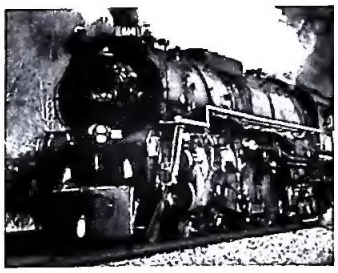

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